

The Architect & Building News

15th June 1960 V. 217/24 1s. Weekly

British Architects' Conference

Manchester 1960

Theme—Urban Renewal



Improved 'BRITON'

Door Closer MK III

The Inside Story The "Briton" Door Closer is well known.

For years it has been the best in the World. Now, with the introduction of new features it is even better. Better because:

Rubber "O" rings are used

These are housed in a groove which creates an air chamber. This breaks capillary attraction and prevents oil from creeping up the spindle.

Check regulator recessed

This improves the appearance of the Closer, and removes all possibility of damage either before or after it is fitted to the door.

Bearing lengthened

This improves the stability and alignment of the spindle, and provides a seating for a new method of oil sealing.

Adjustable arm covered

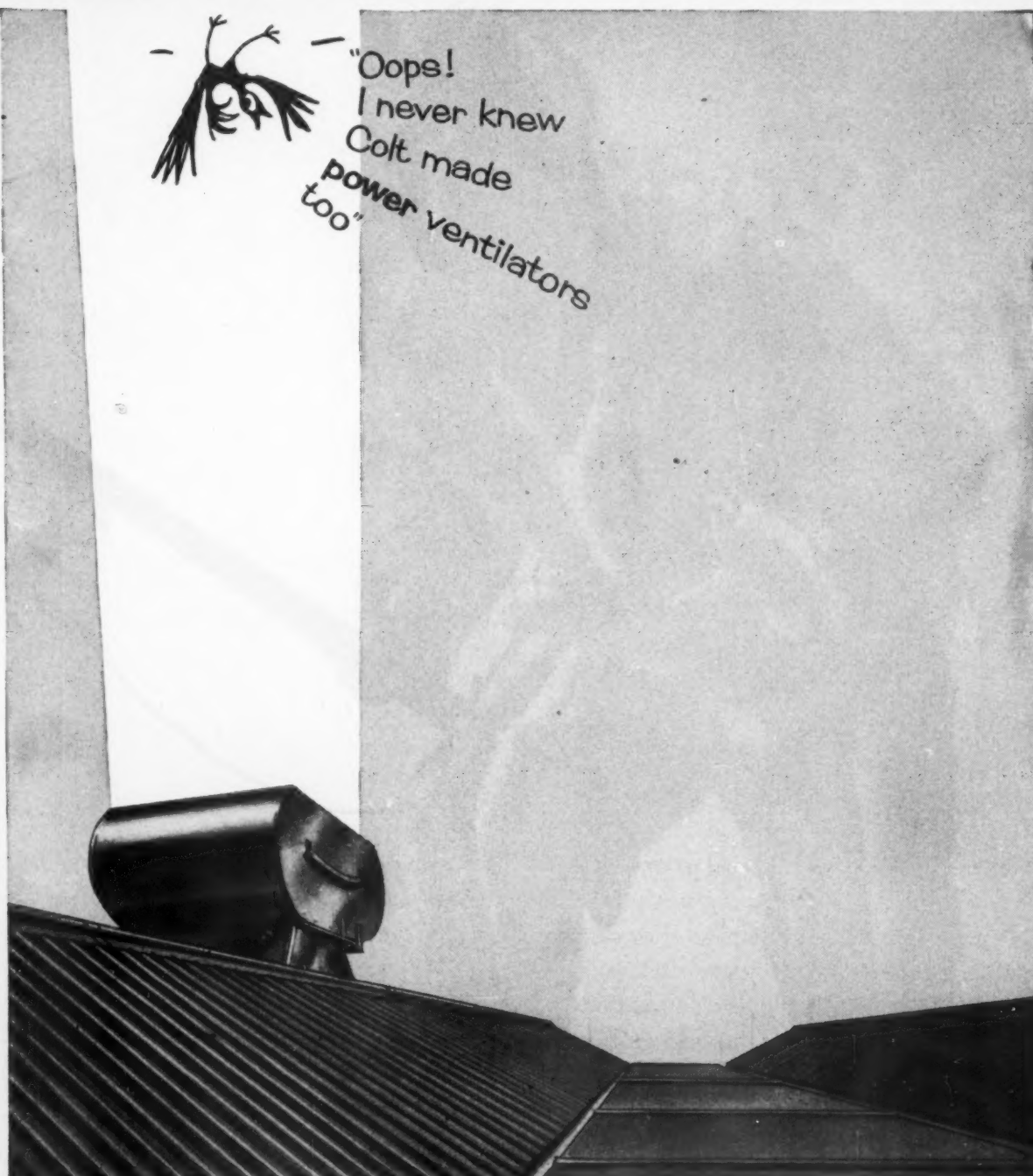
This covering conceals the screw thread on the arm and improves the appearance of the Closer.

'BRITON'

DOOR CLOSER

The prevention of draughts and banging doors is in your hands. Specify "Briton" and you eliminate both. It fits right and left hand doors without alteration, and the spring can be regulated to six different strengths by finger tip control. Doors are closed both smoothly and silently. When a "Briton" Door Closer is fitted it can be relied on. It is guaranteed for *ten years*!

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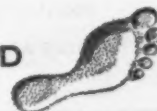
Just how many feet* has your Man Friday got?

The footprints could belong to us. Or rather, our research team. You'll notice they cover quite a bit of ground. Anything, in fact, to do with bonding or sealing building materials has them cheerfully searching in all directions for the right answer. Whether you're looking for the right Curtain Wall Sealant, Gap Sealant, Contact Bonding Adhesive, or what-have-you, you're bound to find us pretty useful as your Man Friday.

*Write to Bostik Building Advisory Department,
B.B. Chemical Co. Ltd., Leicester.*

Bostik

ALWAYS ONE USEFUL STEP AHEAD



* In case it's some time since you last read the book of the film, you might like to be reminded: *Robinson Crusoe's Man Friday left one single, solitary footprint in the sand!* Defoe, bless him, never explained this one-footed mystery.



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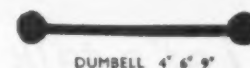
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TELEGRAMS: SEALOCRETE, WESPHONE, LONDON

CABLES: SEALOCRETE, LONDON



SIZES AND SECTIONS



DUMBELL 4" 6" 9"



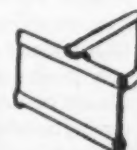
WEDGE 4" 6" 9"



DUMBELL CENTRE BULB 5½" 7½" 9"



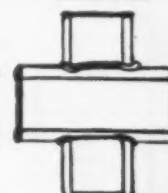
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VERTICAL TEE



FLAT TEE



FLAT CROSS



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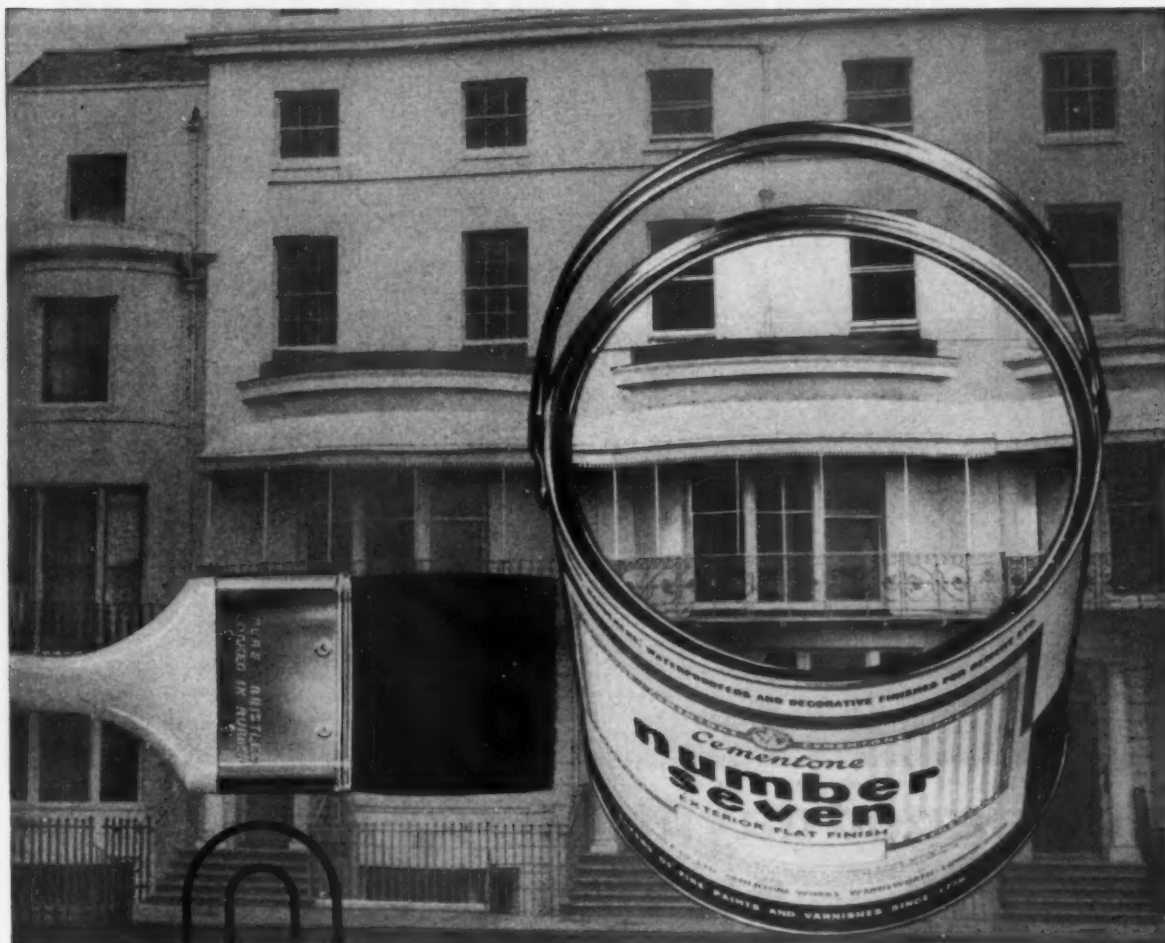
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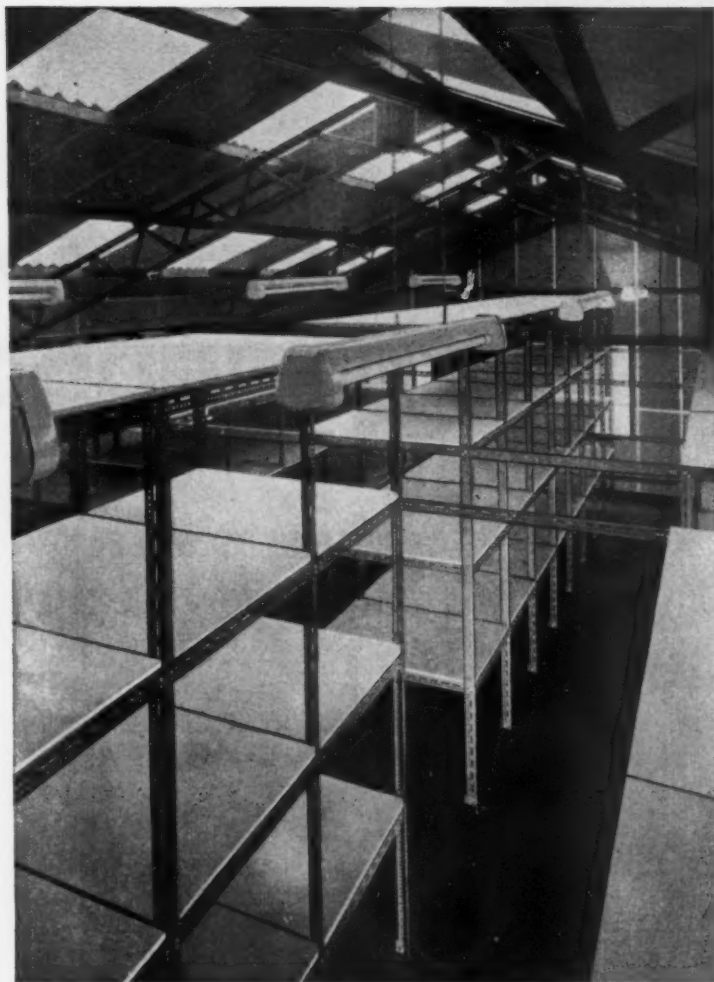
Consulting Engineers: Messrs. Merz and McLellan, Newcastle upon Tyne.

Architects: Messrs. L. J. Couves & Partners, F.F./A.A.R.I.B.A., Newcastle upon Tyne.

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P4405

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(Photo with acknowledgement to the
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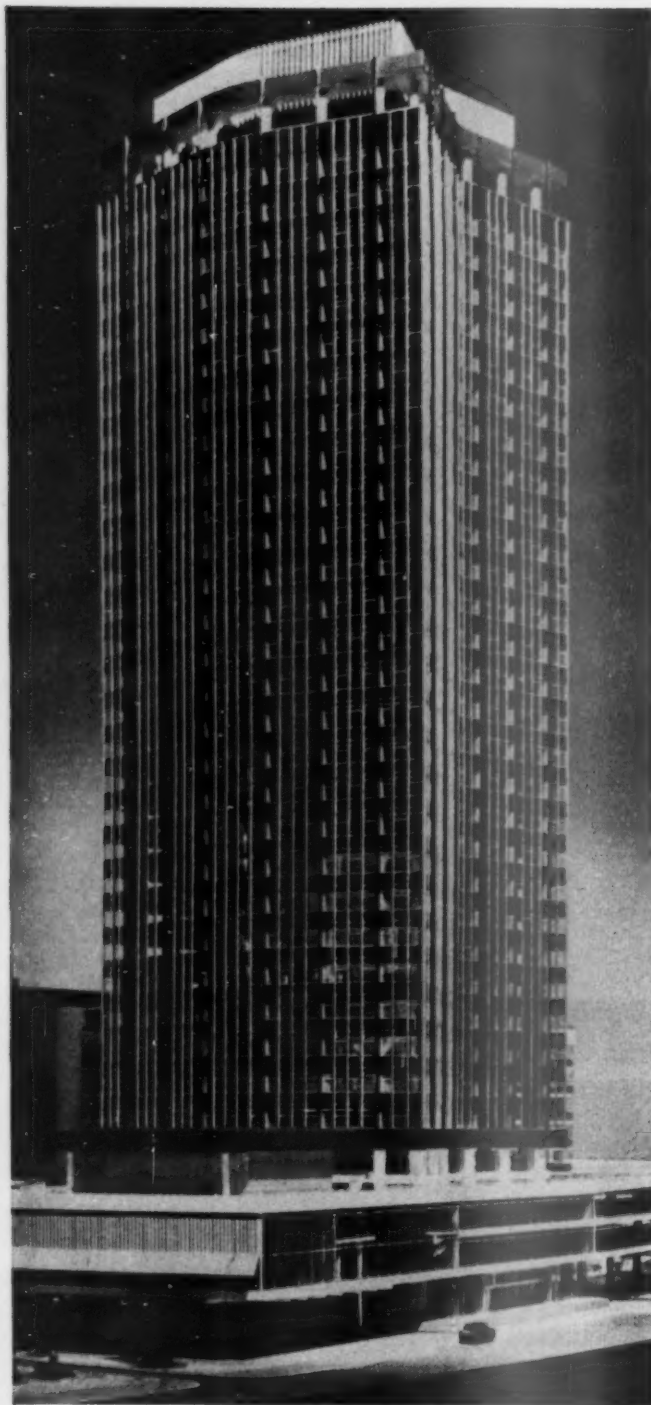
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Contractors: John Mowlem & Co. Ltd.

This tower of gleaming stainless steel and glass—the third highest building in Europe—will overlook the Thames at Millbank. HOLOFORM Stainless Steel Window Walling, which is designed especially for multi-storey buildings, was chosen for the 4th to 32nd floors of this 378 ft. high Office Tower. The stainless steel sheathing reduces maintenance and cleaning to a minimum.

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but this new WALLSPAN
beats the lot



FACTS

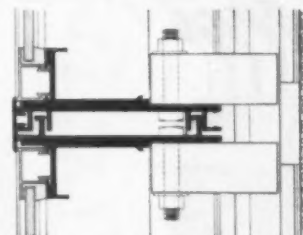
A new type of Wallspan makes its debut on the tower of Castrol House—a prefabricated Wallspan designed in collaboration with the architect that goes up more quickly than any curtain walling system yet devised. Williams & Williams developed it specially to fit in with a tight building schedule—18 months from start to finish.

The main feature of prefabricated Wallspan is that its mullion is split vertically in half. This allows it to be sup-

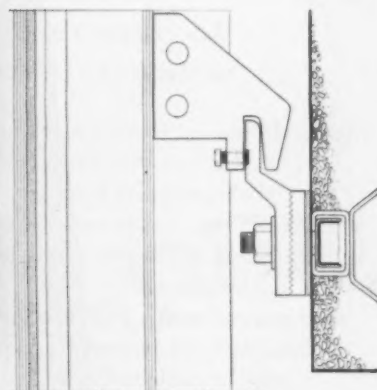
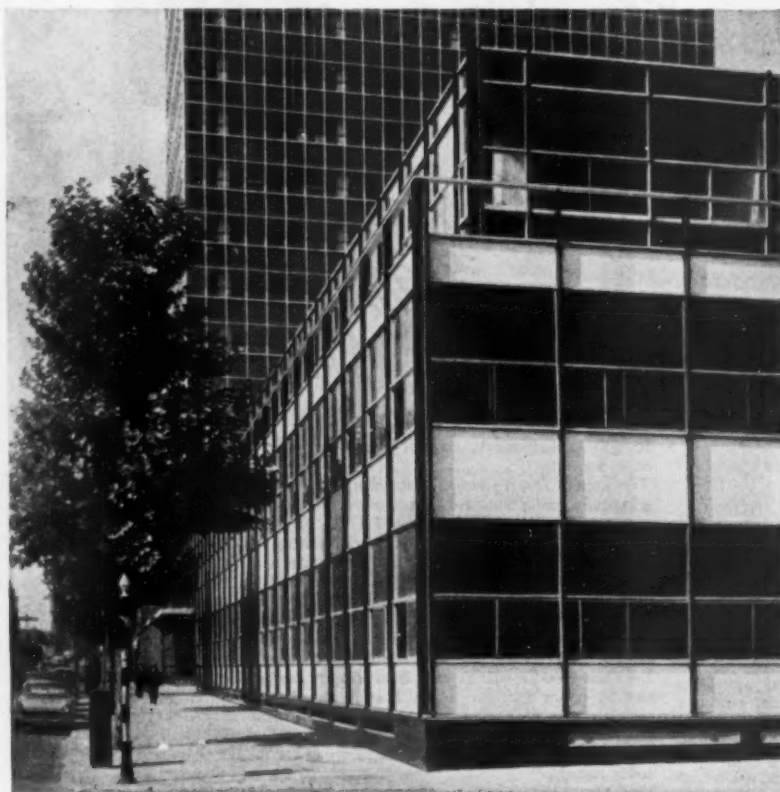
plied in complete prefabricated panels 2 floors high, with the double-hung windows already in place. Each panel is simply hung on to its fixing spigots, plumbed, then interlocked with its neighbour. The walls of the tower block were erected at the rate of 2 floors a week: the interior trades were able to move in and get on with their job fully protected while the floors above were still being clad.

The vertical section shows how the

prefabricated Wallspan is literally hung on to the frame. It is curtain walling in the truest sense, and although designed in the first place specifically for Castrol House, the system is now generally available—a classic example of co-operation between the architect and the curtain walling specialists.



Horizontal section at infill level. Each half mullion forms the edge of a prefabricated panel. When the two panels are brought together, the joint is sealed with Thiokol mastic and an aluminium capping is then clipped on to seal the joint finally.



Vertical section showing fixing detail. As the floor slab is cast, bolts are built in ready to receive the fixing spigots. These are adjustable vertically and horizontally to allow for slight inaccuracies. Hooks on the Wallspan panels engage over the spigots and are kept firmly in place by compression bolts.

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ARCHITECTS: Gollins, Melvin, Ward and Partners.
CONTRACTORS: Sir Robert McAlpine & Sons Ltd.

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PRICES FROM £43.4.6 (undrilled)
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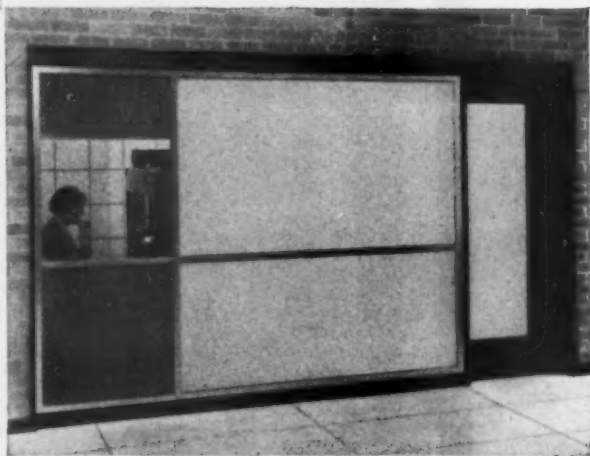
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'PLYGLASS' Clear, Diffusing, and Lettered Double-Glazing Units have been used throughout the new office block for the Cambridge Instrument Company Ltd. Architects Edward D. Mills & Partners. Illustrations reproduced by permission of 'Architect & Building News'.

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Crumpsall Library, Manchester. Architect: Leonard C. Howitt, M.Arch., Dip. T.P., D.P.A., F.R.I.B.A., M.T.P.I., City Architect, Manchester



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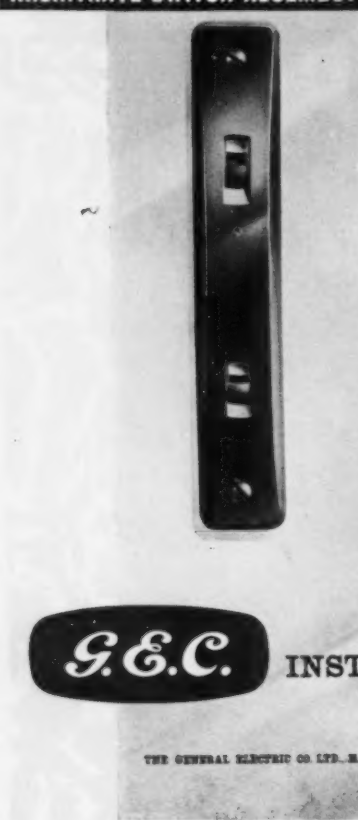
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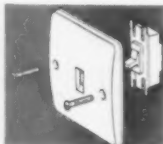
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'Mutac Clipper' switch assemblies will cut installation costs and

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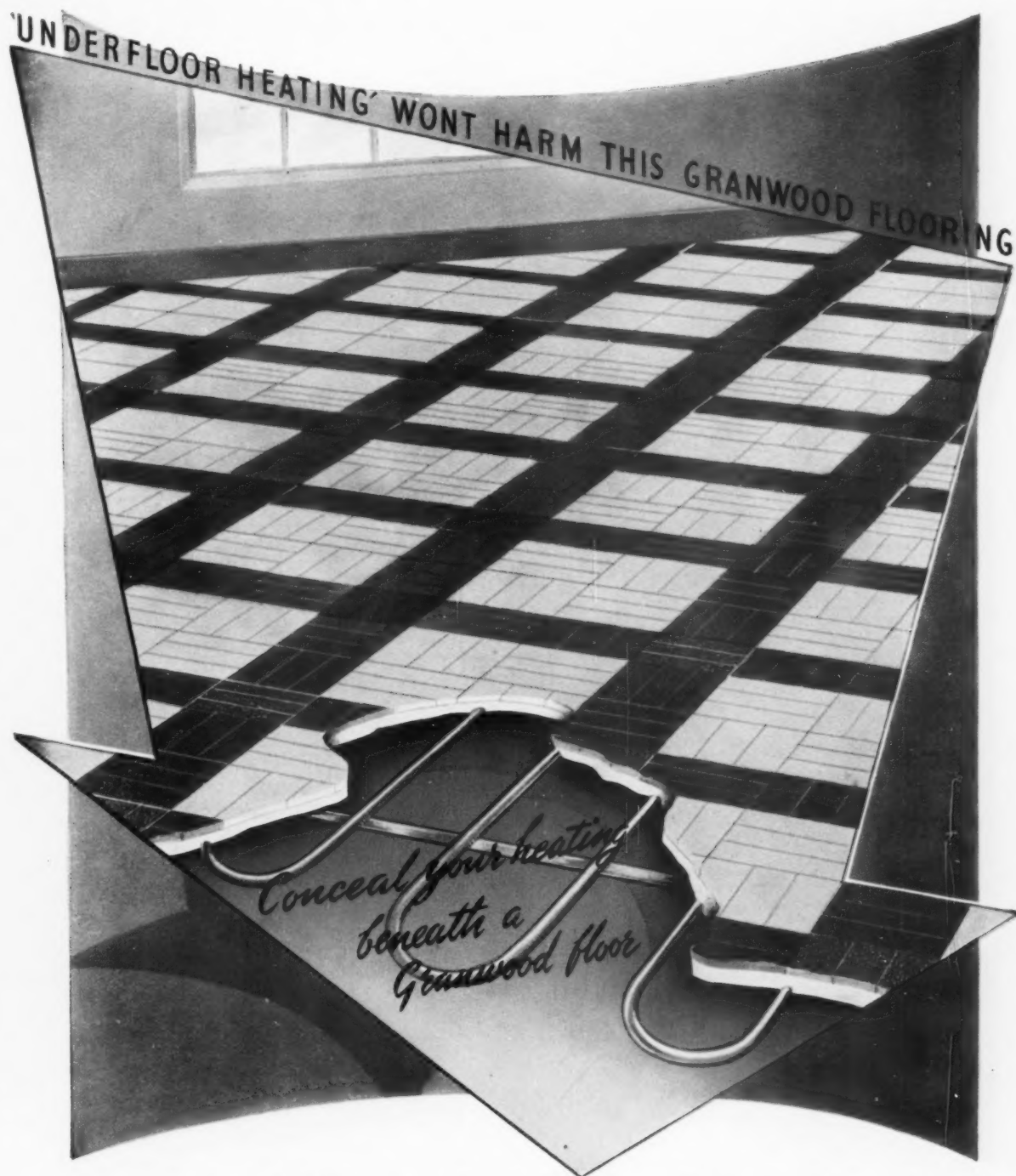


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15 STOREY MAISONNETTES, SCEAUX GARDENS, CAMBERWELL (Photograph by Sam Lambert).
F. O. Hayes, A.R.I.B.A., Borough Architect. H. C. Connell, A.R.I.B.A., Deputy Borough Architect.
A. W. Butler, A.R.I.B.A., Senior Architect. H. P. Trenton, A.R.I.B.A., Architect in Charge.

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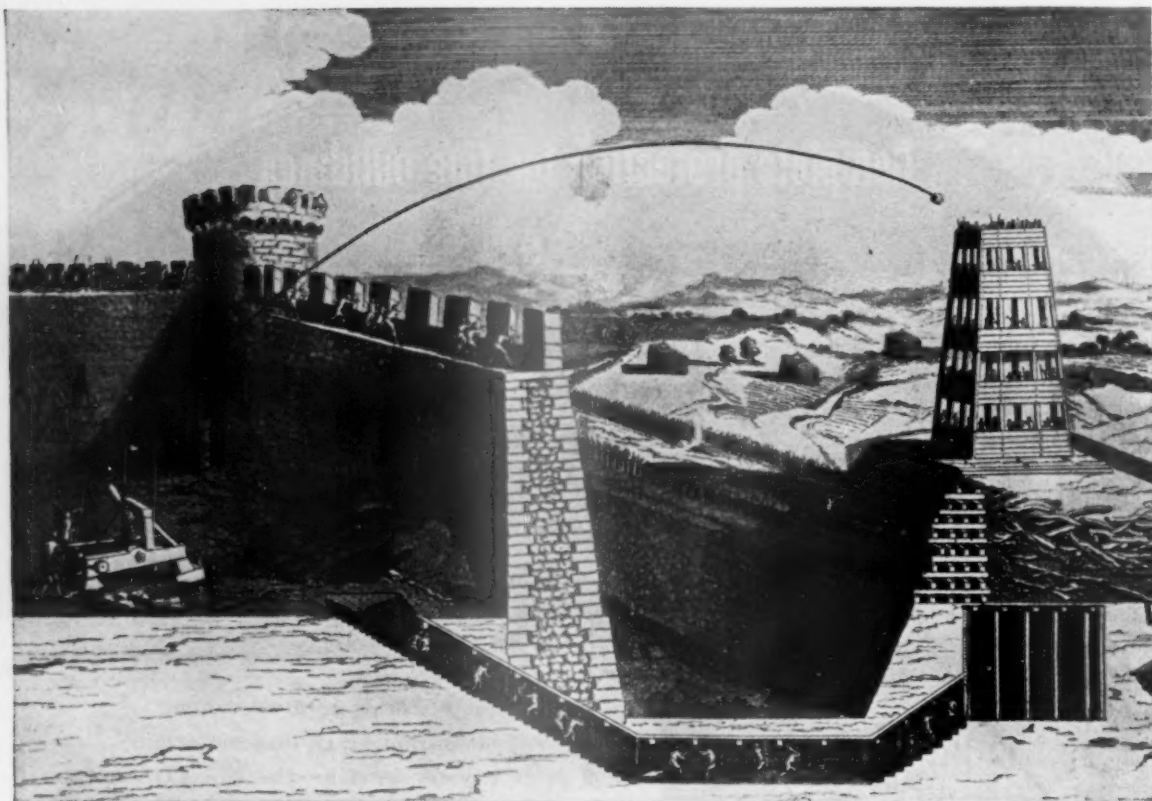
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The siege engine of Cosroez at the Siege of Edessa during the Crusades

WHAT GOES UP ... MUST COME DOWN!

That is why so many lighting installations incorporate L.E.F. Raising and Lowering Gear

The problem of servicing lights high up out of reach is one frequently met by the Architect. Yet it can be so easily overcome by the use of L.E.F. Raising and Lowering Gear which enables lights to be lowered to ground level. Not only is this system quick and simple, but it is also more economical of maintenance labour. An important factor from the Architect's point of view is that the gear can be unobtrusively built into the ceiling.

L.E.F. Raising and Lowering Gear is designed for both interior and exterior lighting and it is particularly important that London Electric Firm are consulted at the planning stage to meet technical requirements.



LLOYDS Lime Street, London.

The main lights over the under-writing room of this new building presented a maintenance problem which was overcome by the installation of L.E.F. Raising and Lowering Gear. The Raising and Lowering Gear is built into the ceiling and is completely concealed when the lighting fittings are in the raised position.



LONDON ELECTRIC FIRM LTD., South Croydon, Surrey. Telephone: Uplands 4871

EIGHT GOOD REASONS WHY ARCHITECTS SHOULD SPECIFY

AQUASEAL 66

COLOURLESS SILICONE WATER REPELLENT

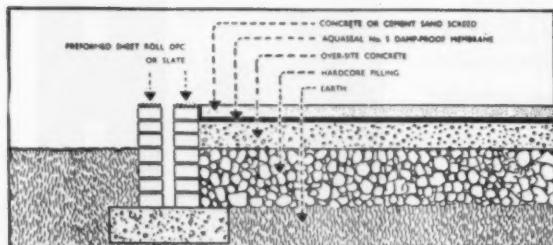
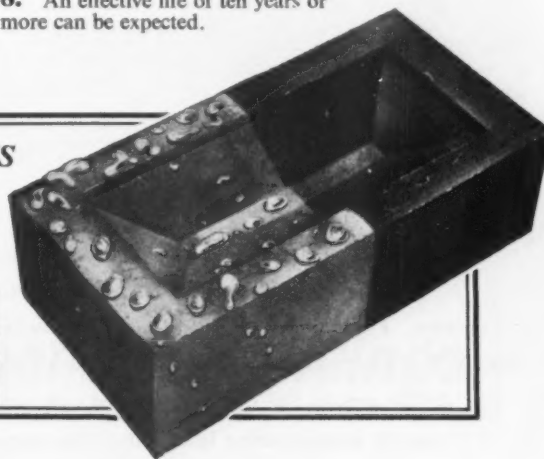
for waterproofing building surfaces

1. AQUASEAL 66 keeps exterior above-ground walls dry.
2. Protects against weathering, frost spalling, cracking, crazing and erosion caused by chemicals in the air.
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8. An effective life of ten years or more can be expected.

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Samples of common brick treated with Colourless AQUASEAL were immersed in $\frac{1}{4}$ " water and tested for absorption after 24 and 168 hours.

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	UNTREATED BRICKS	TREATED BRICKS
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168	16.94	0.01



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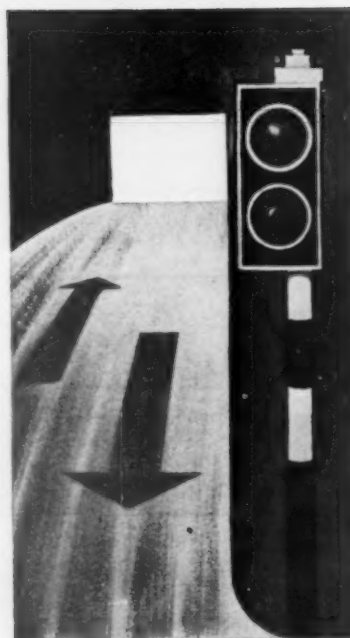


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Address

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Office Equipment Division of S.D.S Industrial Holdings Ltd.

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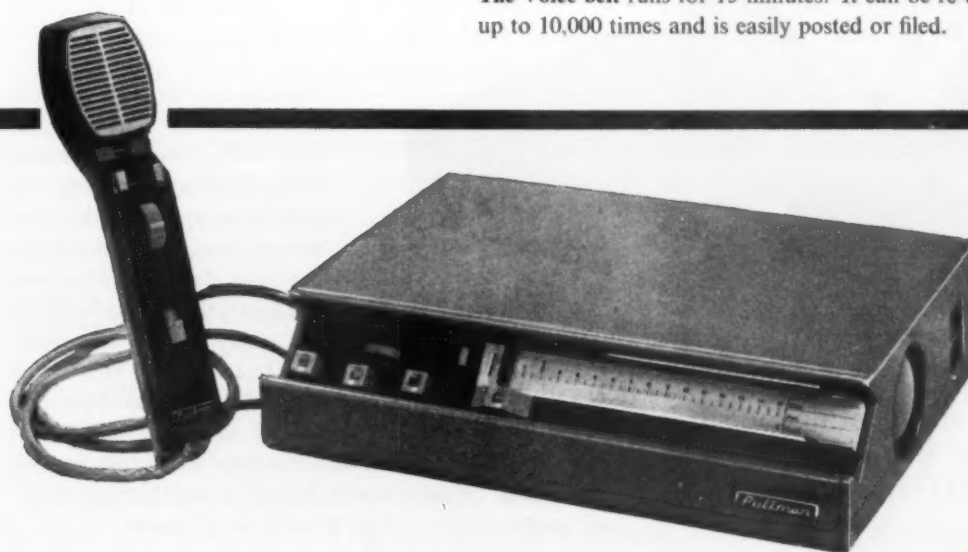
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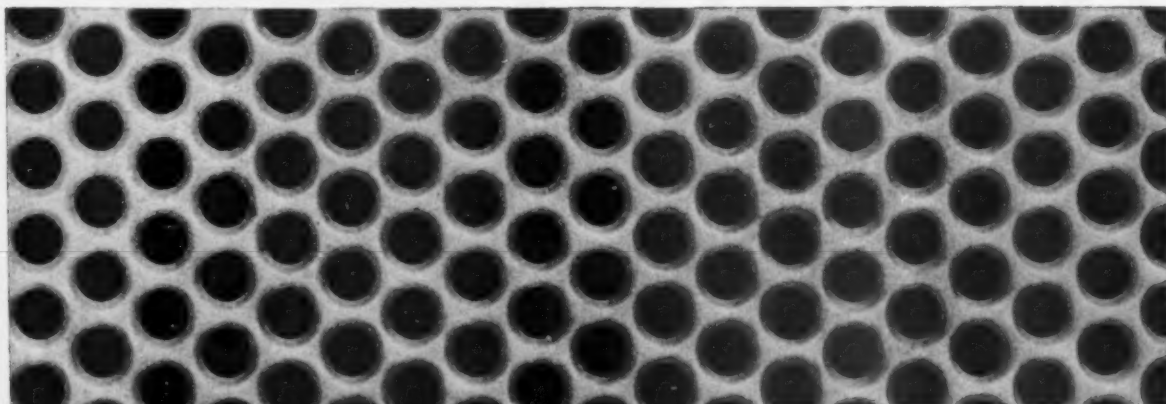


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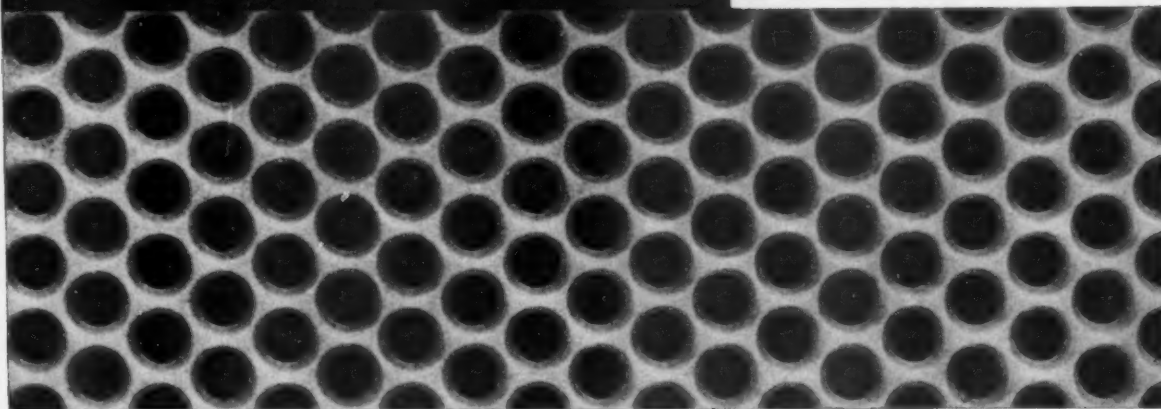
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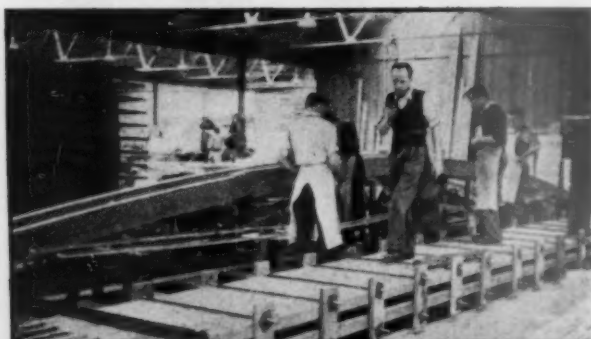
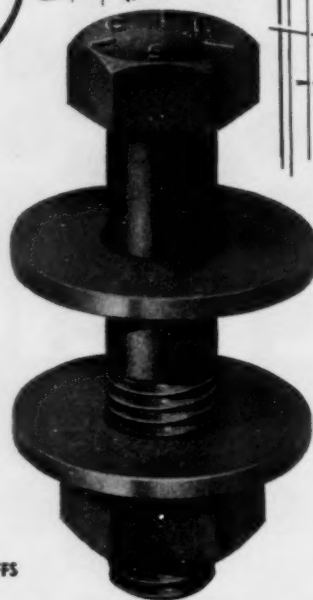


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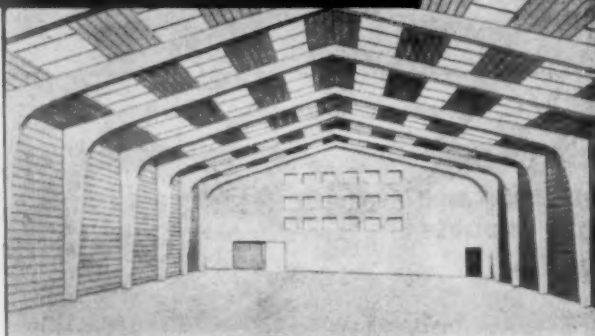
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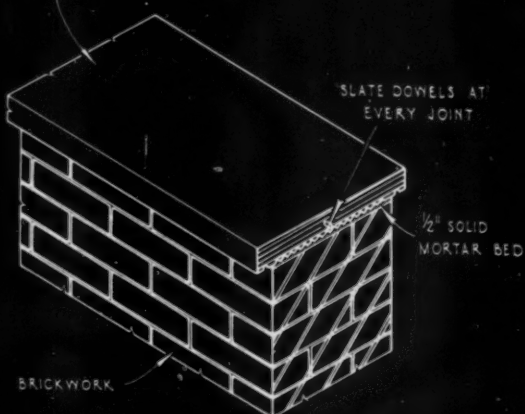
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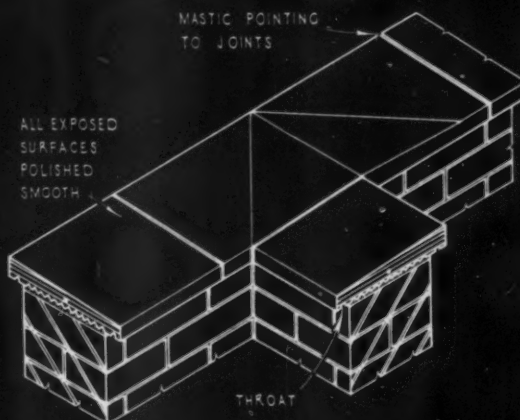
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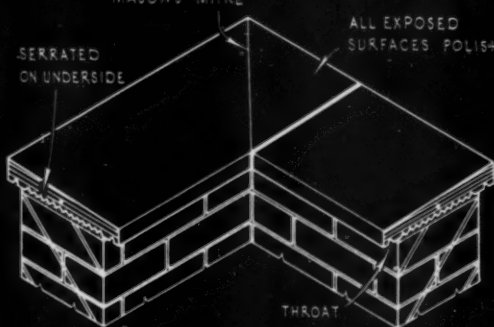
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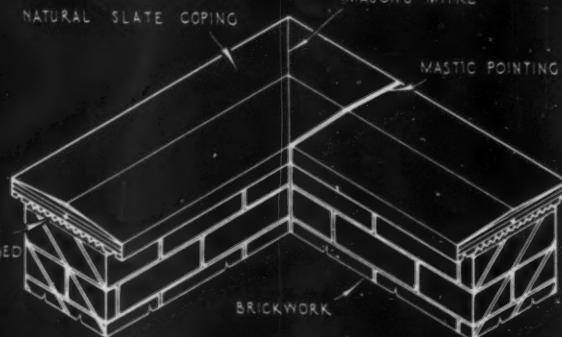
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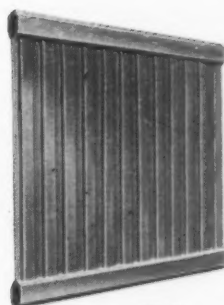
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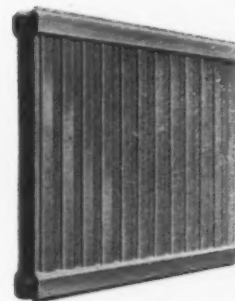
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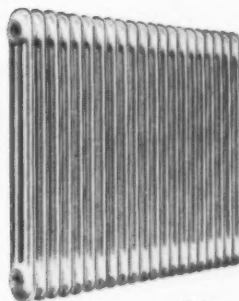
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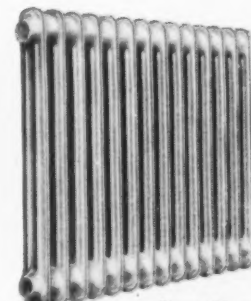
Wall



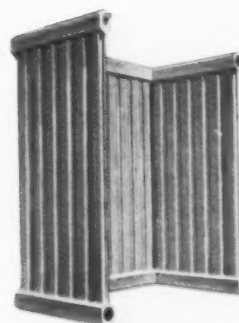
Double Wall



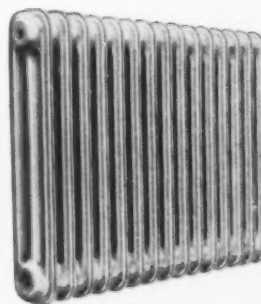
2-Column



Easy-Clean



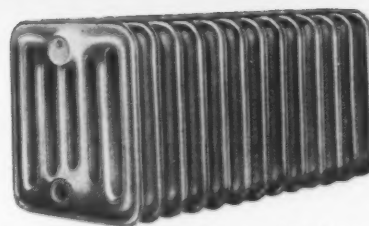
Angle-Wall



3-Column

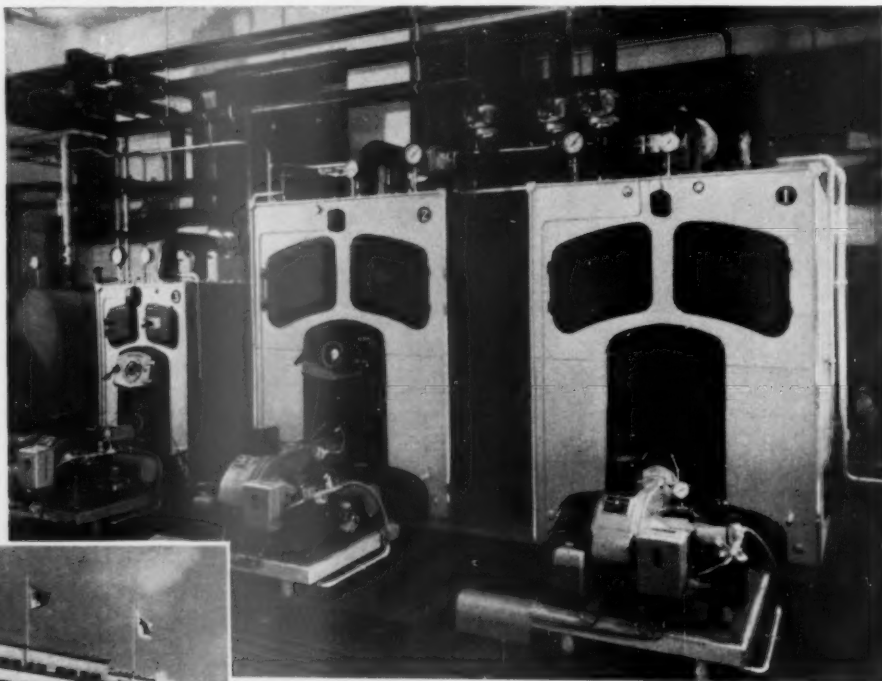
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IDEAL BRITANNIA BOILERS





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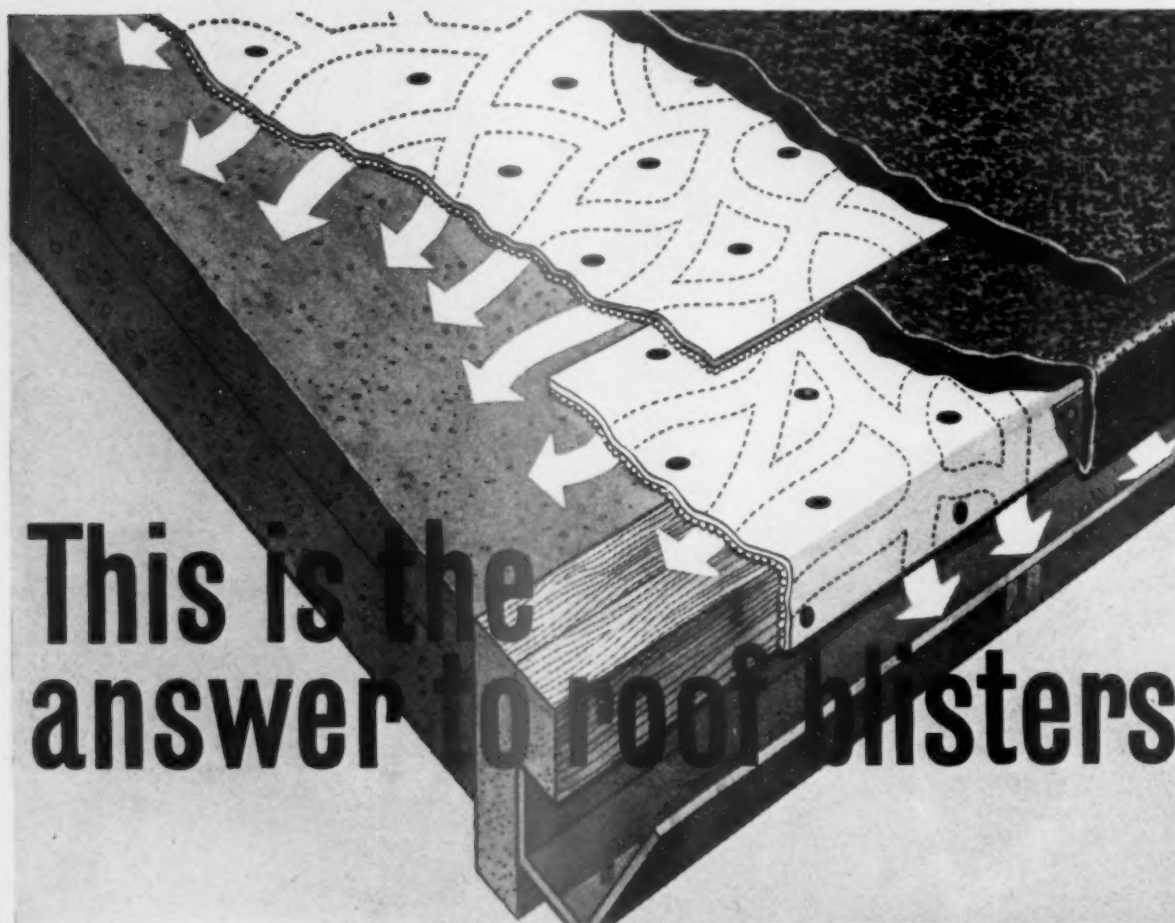
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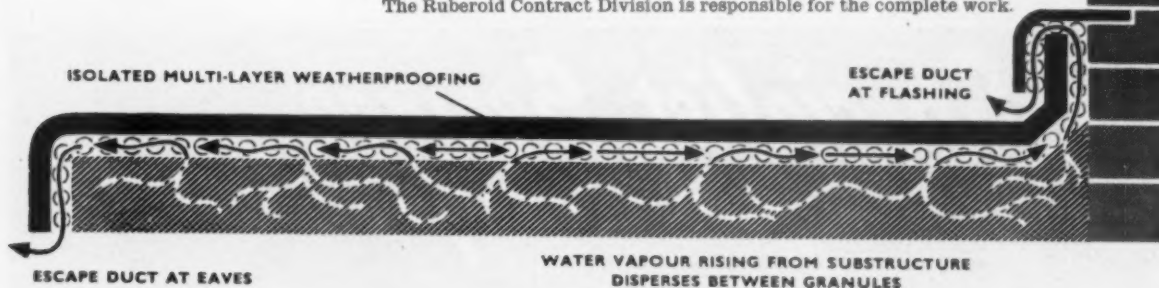
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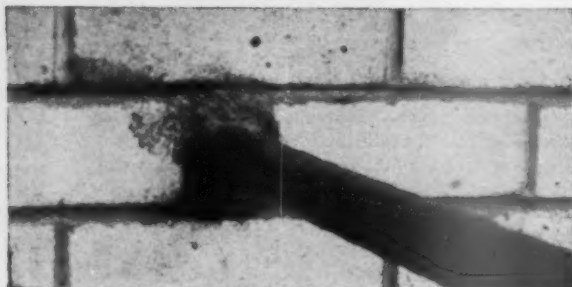
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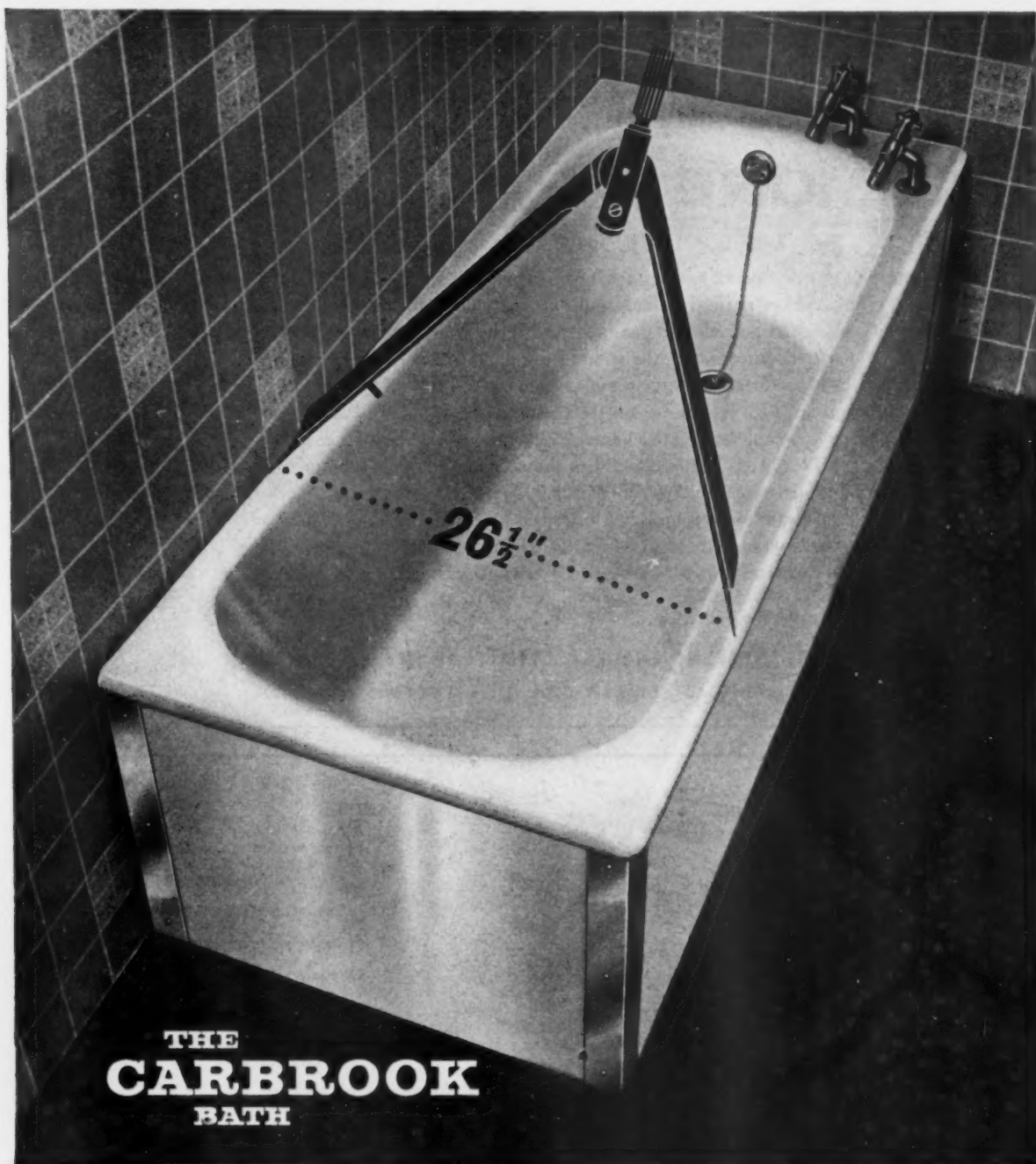
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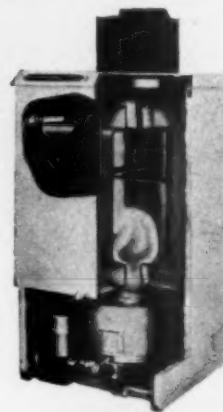
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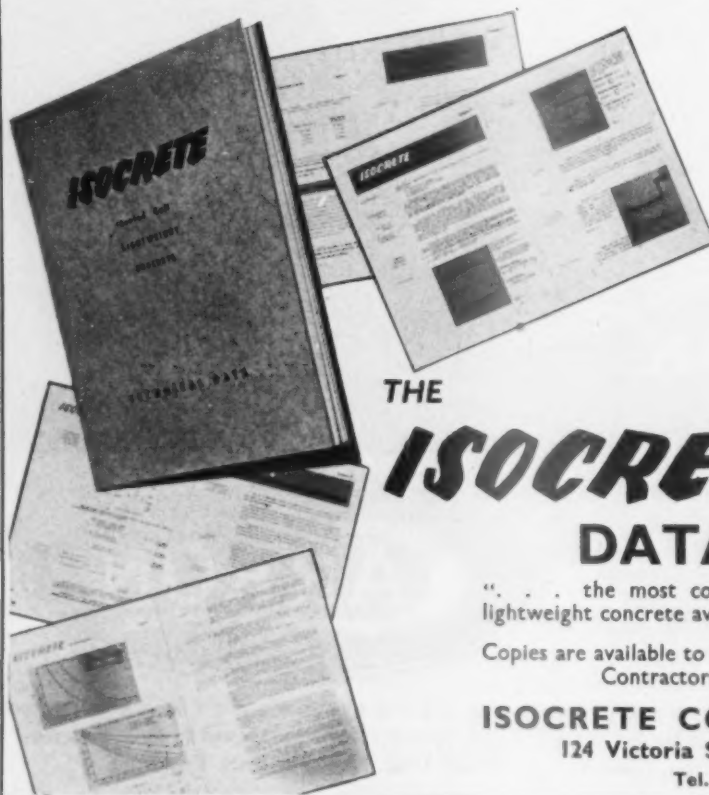
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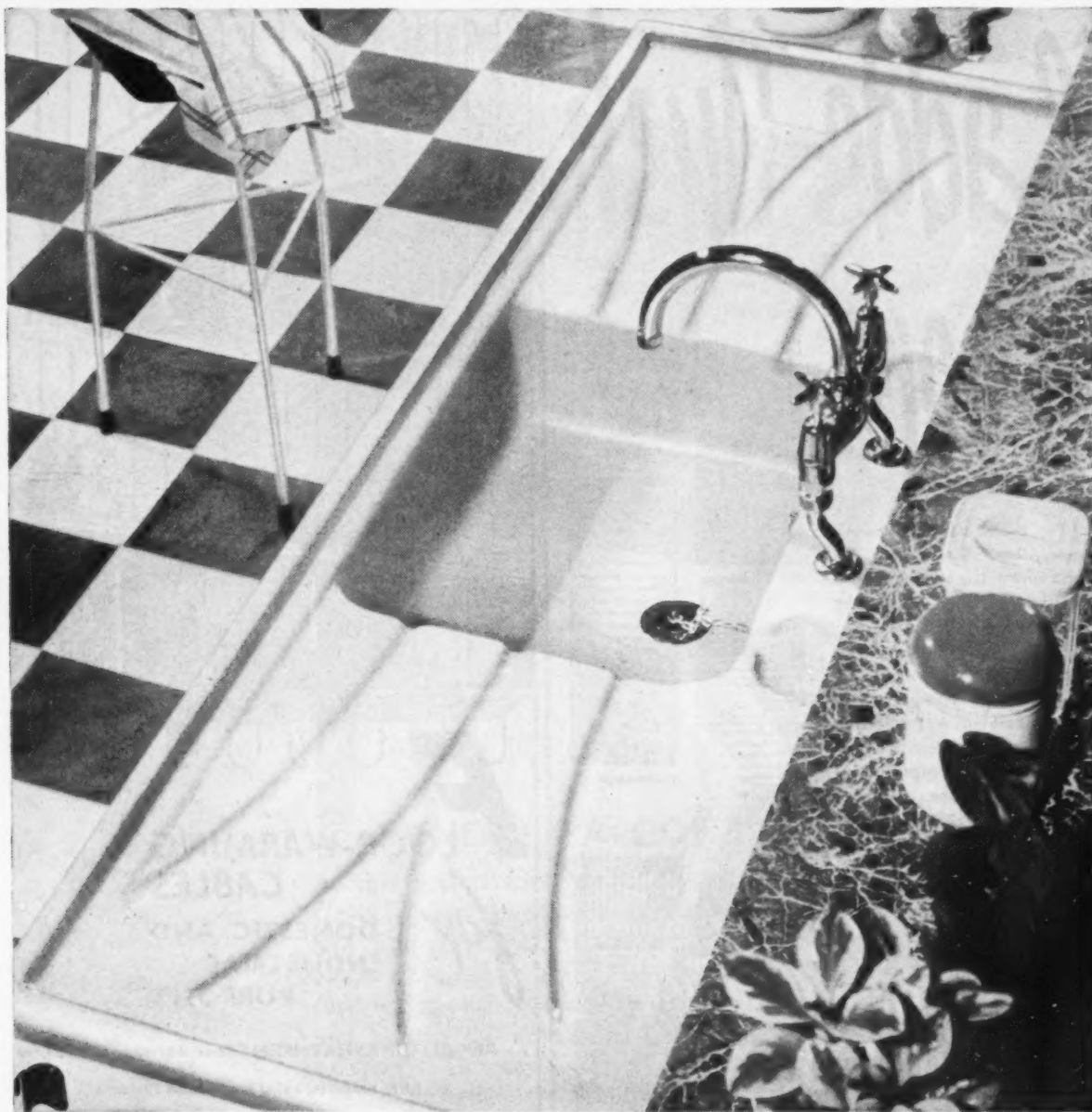
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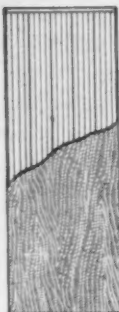
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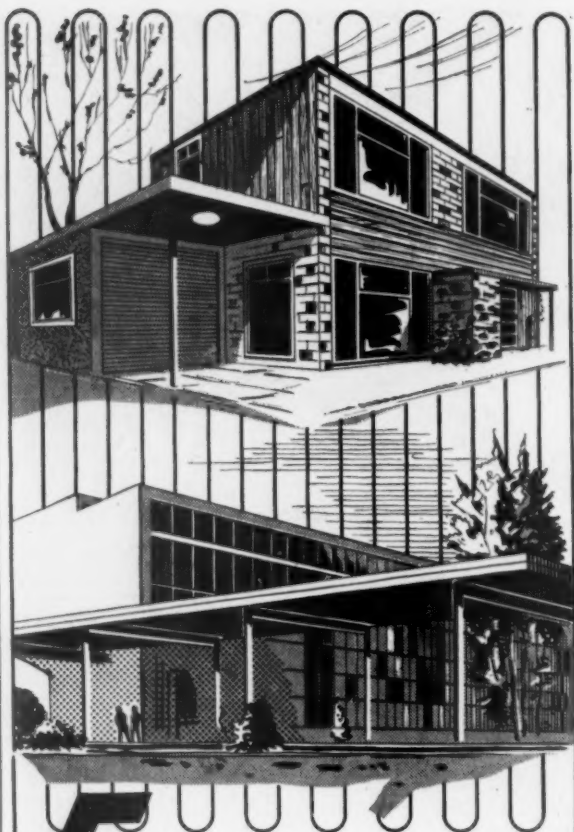
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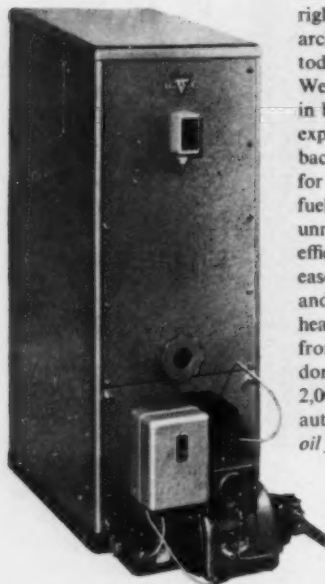
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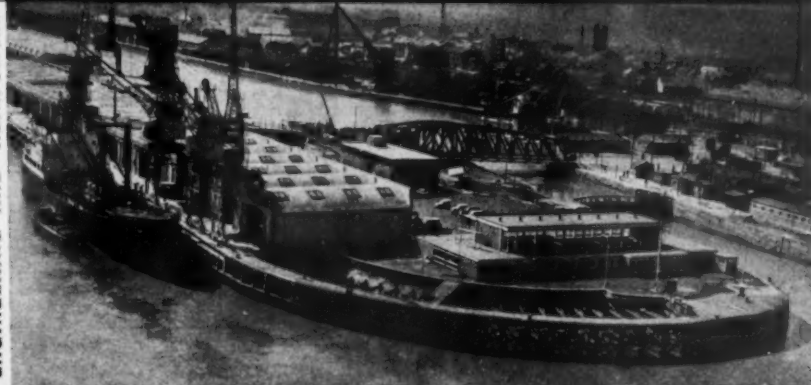
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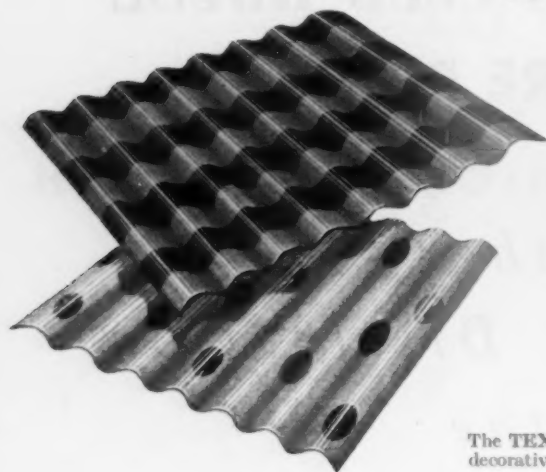
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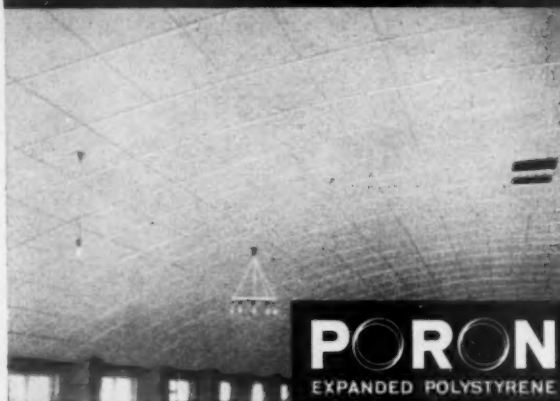
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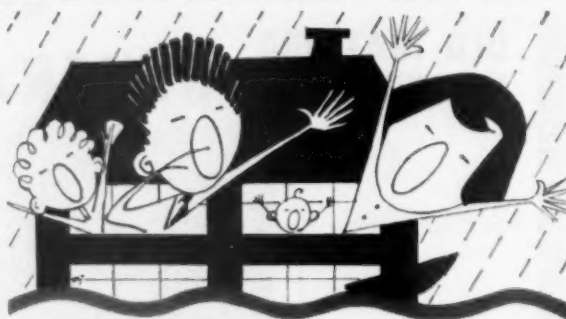
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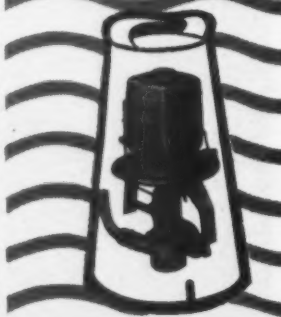


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THE MANCHESTER CONFERENCE

THE R.I.B.A. Conference opens today. The main papers, while interesting in their different ways, should be useful aperitifs or background to the informal discussions which will take place. In the last two years, since S.P.U.R. was formed, many people in and out of the profession have been giving a great deal of thought to the problems of urban renewal. This conference will provide a most useful opportunity of testing the validity of their ideas by free discussion.

It is all too easy to waste time on inessentials and it is to be hoped that skilful chairmanship will keep members to the fundamental points at issue on the second day of the discussion, after the general discussion on the first day. Some of the issues we regard as important are these:

RENEWAL PLANS: Should planning authorities be required to prepare detailed three-dimensional plans of all central areas if these are at all likely to be redeveloped in the near future? Is similar action needed in "twilight areas"? Is the necessary quality of staff available and, if not, can the work be done by consultants? What is the best way of forming teams with the other professions involved? Should there be special reconstruction committees to direct and sustain the work?

CARRYING OUT THESE PLANS: Are additional powers necessary, either through legislation or Ministerial Order? Should the whole area be designated as subject to compulsory purchase if the owners fail to co-operate in securing redevelopment? Is some

method of pooling private interests in land possible?

FINANCE: Should the Government provide capital through Renewal Corporations in the same way as it does in New Towns? Would this mean taking the work out of the hands of local authorities? Would this be desirable? Are other methods of raising capital practicable? Could the Government provide special grants on losses on current account? Should owners be required to contribute a fixed percentage of the increase in land values to a local fund to pay for new roads and other public works in the area? How high could this percentage be without inhibiting development? How long is the present boom in offices likely to last and will it be replaced by other booms, such as shopping centres as in America?

PUBLIC RELATIONS: Methods of stimulating civic pride. Could three-dimensional schemes be regularly on show to the public and kept up to date with amendments? At what stage should public enquiries be held to consider them? What methods are there of securing active public co-operation through civic societies or otherwise?

RESEARCH: Assuming that the ministry agreed to set up a special research team, what form should it take? Could the team carry out pilot projects in selected towns in consultation with the local councils? What kind of towns should be chosen? To what extent is urban renewal practicable without the guiding framework of national and regional plans?

EVENTS AND COMMENTS

SUNNY MANCHESTER

In spite of its reputation for grime and rain, Manchester can be quite a gay spot on a summer's day. I spent a Saturday afternoon there recently in the new clean air and found that the city grows on you. There are plenty of fine buildings to see and quite a lot is going on, but not nearly enough for Mr. W. L. Mather, a director of Mather & Platt, who is leading a campaign in the local press and elsewhere designed to ginger-up the city fathers and the citizens to the realization that Manchester is lagging behind the rest of the world in urban renewal, motorways and all the other outward trappings of modern civilization. Those of you who are attending the British Architects' Conference will be able to judge for yourselves whether Manchester really does lag. You will find, it is true, many empty warehouses but you will also find one new railway station in use and another, much larger, under construction. A vast development scheme has already been started in Piccadilly, and the Manchester Building Centre is nearing completion in Portland Street near the centre of the city. If you like good strong tea, the Ceylon Tea Centre can provide it in pleasant and well-equipped surroundings. If you have time to spare from the conference activities, I strongly advise you to visit the Portico Library (see cover picture and map p. 755), remarkable not only for its design but also for the fact that it contains the world's most celebrated collection of bibles, and a museum of costume.

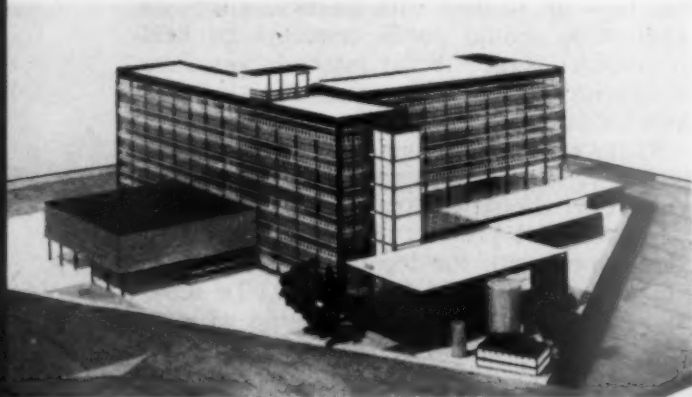
When the conference is over, please remember that the next R.I.B.A. conference will be merged with the sixth congress of the International Union of Architects and is to be held in London during the first week of July next year.

LONDON'S RIVERSIDE

Every Londoner should occasionally make the river trip from Greenwich to Kingston. Not necessarily all at once for that takes time; the journey can be done in easy stages. You cannot know your London without doing this from time to time for the waterside is changing rapidly.

Last week I travelled from Charing Cross to Putney. The weather had broken that day and so in place of a blazing evening we had a wet, windy, and cloudy

Model of the £1½ million North Thames Gas Board building being built on the north bank of the Thames near Wandsworth Bridge (see "Mr Therm Builds")



Cover picture: Aerial view of Manchester city centre, the town hall (with clock tower). The conference headquarters is in the centre and the Portico Library at the apex of the triangular shaped town hall site. See Abner note; "Sunny Manchester"

evening, but even so the atmosphere was clear and the light on the whole flattering to the curious jumble of buildings which is to be found on this part of the river. The white stone dressings of the soon-to-be demolished St. Thomas's Hospital gave the buildings a sparkle and made one almost regret its imminent departure. I wished that the hideous Lambeth Bridge House, home of the Ministry of Works, could be pulled down instead. It seemed to me that the worst feature of Thames House, on the other side of the river and never one of my favourite buildings, is the dividing up of the windows into small panes with very thick glazing bars. Next door the curiously shaped 33-storey skyscraper, upon which I commented in my review of the Royal Academy Summer exhibition, is going up fast. Across the water the tallish office buildings now stand cheek by jowl forming a solid cliff of glass and masonry so that all individuality is now quite lost and it is difficult even to pick out any particular building. The little old jumbly buildings and handsome derelict warehouses have far more character than these human filing-cabinets. A recent letter to *The Times* deplores the building of office blocks on the Albert Embankment without the provision of adequate public transport. From the river it would seem that the position will become steadily worse, for a huge site has been cleared next to Vauxhall Bridge. It would be a splendid place for another Churchill Gardens type of scheme, but that too would bring increased traffic problems to the Vauxhall roundabout.

For the first time I noticed the huge bronze statues on Vauxhall Bridge. Who did them, and whom do they represent? Is it Architecture holding a model of St. Paul's?

It was low tide and there was very little river traffic. The low level of the water laid bare London's beaches but they were not very attractive. Near Dolphin Square the Thames sailing barge *Harold* was lying. She has been converted to a yacht and looked to be in very good condition and ready to sail. The same evening I read in *The Times* that the Thames Sailing Barge Preservation Society had had to abandon the trading barge which it had been subsidizing. No less than £15,000 was needed to put her in order and the society had very little money. There was a slight suggestion in the report that the public had let the society down by not supporting it adequately. Surely there is a limit to what can be preserved? I would have thought that in this instance sentiment had got the upper hand of common sense.

Powell and Moya's great scheme at Pimlico looks a little dull as you approach from the east, but is seen at its best if you turn as you pass. Now that it is complete I feel that the slab blocks are perhaps a little monotonous. Fashion has changed and I feel the need for some higher blocks to break up the levels. No doubt if it were designed today we should have them.

When the water is low Chelsea Reach is dull, for one can see very little except tall walls topped by trees with occasional glimpses of the Festival Gardens, and the passing traffic on the embankment. Having defended the retention of the moored houseboats in the little bay by Battersea Bridge I have to admit that they look pretty slummy when the tide is out, particularly when you see them against the background of the wharf where refuse is loaded into barges. We shall be a good deal nearer a smokeless London when the belching chimneys of the power stations hereabouts are modified. Opposite one of them, in Battersea, there is a charming Georgian church, St. Mary's, I think, with its portico facing the river across a graveyard which bows

out and is supported by a buttressed brick retaining-wall.

At Fulham we come on London's little ships. Nearly all started their lives as working boats, cabins, dog houses, decks having been added later. Their general appearance of top-heaviness belies their continued capacity to float upright.

With great deftness the skipper put the big launch alongside Putney Pier, a short head rope our only mooring.

* * *

It is a curious reflection on us as a nation that between Charing Cross and Putney there are only two riverside restaurants. Many of the smaller wharves appear to be derelict and I would have thought that here was a golden opportunity for a go-ahead restaurateur using a good architect.

MR. THERM BUILDS

I made the river trip as the guest of the North Thames Gas Board, and E. R. Collister and Associates, architects and engineers of a new building for Mr. Therm at Fulham. The building, which will cost about £1½ million, will house the North Thames Gas Board's laboratories (now at Watson House), offices, training schools and exhibition hall. My picture shows a general view of the model. The framework of one of the tall blocks is nearing completion and work is proceeding on the other. The main item of interest is the use of prestressed reinforced concrete beams made with ciment fondu and having a span of 50ft and a depth of only 2ft. These beams are made in prestressing beds on the site and are used in conjunction with pre-cast columns. There are no intermediate columns in the high blocks. As the site is on made-up ground, the building is supported on concrete piles. All-glass cladding will be used with a stainless steel trim to the

curtain walling. A large part of the site will be covered with single-storey laboratories and workshops and the structure has been designed to give the maximum flexibility in planning. There is no basement except in one corner of the site, where there is to be a large boiler room enclosed by concrete retaining walls. This area is not to be tanked in the usual way, but will be given a waterproof rendering internally.

FINLAND IN ENGLAND

When the Finnish Ambassador opened Heal's current exhibition "Finland in England" he made no bones about praising his country's products. He was on safe ground. It would be nice to think that a British Ambassador, opening a similar exhibition abroad, could justifiably feel as confident. However, Mr. Tuominen appeared to think that we had not previously heard of, or seen, lovely things from Finland and I think he did us less than justice. Finnish household goods are almost as well known here as are those of the other Scandinavian countries and we have had frequent exhibitions illustrating their quality and wide range. Only recently there was a show of Finnish glass and pottery at the Ceylon Tea Centre and not very long ago we had those superb rugs at the Victoria and Albert Museum. Rugs are included in Heal's show with textiles, glass, china and metal work. The setting, in natural soft wood, is particularly good and very simple. Generally speaking, the display is arranged nearer the floor than is usual and this gives a more spacious feeling to Heal's well-known gallery. The exhibition well illustrates that good design in this type of thing is a slowly developing thing and not a question of novelty. There is little that is really new and yet everything is fresh. The objects are more robust than they would be if they came from either Sweden or Denmark where many things now seem to me to be over refined.

ABNER

High-density Plan for Oxford

WHAT was described as "a radical scheme" for the redevelopment of Oxford was presented by John Morton, of Townmaker Ltd., Wallingford, Berks, last week. It has not yet been considered by Oxford City Council. Present plans, it is claimed, do not look nearly far enough ahead and cannot solve Oxford's problems. The Townmaker scheme suggests development at a much higher density.

The plan has been prepared by architect Tom Hancock, with the help of John Toovey and the architects and planners, Anne Marie Rubin and Claus Bremer, of Copenhagen. It will be on exhibition in Oxford during July.

Our picture shows an aerial view from the south. Superimposed are proposals for St. Ebbes, including seven-storey buildings running by the river and making in effect a city wall from the west. River walks would be provided at ground and rooftop level. High commercial buildings are shown at the transport centre, with an elevated pedestrian area and other development at Gloucester Green (dotted line for possible extensions) and higher density flats to the north.



Letters to the Editor

Two-tier Profession and All-in Service

Sir,—In view of the questions which you put to nominees for the R.I.B.A. (A. & B.N., May 25), it has occurred to me that some of your readers might be interested in an American viewpoint.

The question of a two-tier profession goes back to the educational level. At Tulane University, where I have been teaching, we have been plagued with the question of what to do about the student who arrives at the fifth year without having "flunked" so far, and therefore expects to graduate. From a design standpoint he is strictly mediocre, yet from every other standpoint (draughtsmanship as applied to working drawings, engineering, etc., etc.) his work is satisfactory. We have wondered whether it would not be possible to separate these people out at the end of the third year (which would correspond to the R.I.B.A. intermediate here) and give them a course more suited to their abilities.

At the same time, the "elite" (horrible word, but, let's face it, this is the creative group, the one with real imagination) would be given a course of a much more challenging character. And from a teaching standpoint, instead of the professor having to spend most of his time helping the "laggards" along, he would be able to devote his full attention to where it was most needed. Just what this would all mean in terms of curriculum, staff, and classroom space is beside the point. Our building is inadequate and so are our funds. That other schools are grappling with the same problem we are well aware, but so far we have been able to do nothing much except try to tighten up on entry standards, etc., and be more ruthless about flunking at the end of each year.

My own belief is that the establishment of a two-tier profession would follow from an educational approach along these lines. If possible, this should be done without the creation of "second class" architects. Or, as somebody said, if another tier is added it must be above, rather than below what already exists.

As regards the all-in service, it would seem important to clarify what is meant by this term before it can be discussed intelligently. The American practice of an inclusive fee for architects seems to have much to recommend it. Whether it is desirable for the mechanical, structural, and other engineers actually to be under the

same roof, and whether they should be free to take on outside work surely must depend on the sort of jobs undertaken and the size of the practice. Either way these services are sub-contracts to the architect, and this does much to ensure his position as leader in the team.

However, when the term "all-in" is broadened to include the builder or developer this is quite another matter. The recent Piccadilly controversy brought to light the fact that the architect was not "at the top of the package". However, developments on the West Coast of the U.S. during the last 10 years have proved that such a relationship is possible without becoming a detriment to good architecture. The results achieved have rebounded to the benefit both of architect and builder, to say nothing of the client (or consumer) who obtained the benefit of reduced cost. Probably the R.I.B.A. Code of Practice needs modification.

Yours, etc.,

PROFESSOR JOHN G. GRACE, M.A.

Guide for R.I.B.A. Voting

Sir,—I thought your "Guide for R.I.B.A. Voting" was very well presented and most revealing.

Of those who answered the question about an "all-in" service, 10 thought that "all-in" meant or should mean, a comprehensive professional service, five sat on the fence and avoided the issue, three did not seem to know, two were prepared to go in with the contractors, two would take part in a consortium to design and build providing the architect was in control, two would just not have any truck with contractors, one talked about a different subject altogether, and one was against any kind of all-in service, professional or otherwise.

As I believe the solution to this problem is the key to the future of the building professions, I was glad to see that the majority thought that "all-in" meant a comprehensive all-in service by the architect; also that the architect should be responsible for the whole job, design and supervision, and that he should charge an all-in fee for doing it.

On the other hand, the answers also show that there is still a considerable difference of opinion in the profession regarding the meaning and significance of an all-in service. Red herrings, such as "we don't like engineers or surveyors employing assistants to do the architecture" confused the issue still further and missed the main point of our problem. A department, consortium, association or partnership assumes the various professions concerned are represented by heads of departments or partners and are not employees of any other profession.

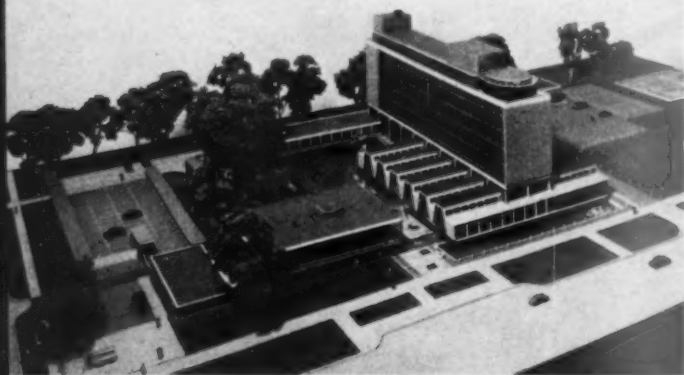
There now appears to be a growing body of opinion in the R.I.B.A. which is conscious of the basic necessity for the allied professions to present a combined front with, in the case of building, the architect at its head. One hopes this can become an accepted policy before the architect loses the leadership in building design to non-professional organizations.

Yours, etc.,

ALICK LOW,

F.R.I.B.A., Partner, Norman & Dawbarn.

Model of a £727,000 office block to be erected at Crawley New Town by the Building and Civil Engineering Holidays Scheme Management Ltd. The site is to the east of the A.23 London-Brighton road at the junction with Manor Royal, spine road of Crawley Industrial Estate. Architects: Eric Firmin and Partners



University Hospital of Wales

Sir,—Dull, dull, dull; isn't it possible for a little imagination to be used in the structural design of institutional buildings? Dignity and simplicity are all very well and the spatial layouts are undoubtedly excellent, but the external appearances of your three prizewinners are just like a hundred other buildings at present being erected in this country.

As a layman, who looks at buildings more from their external appearance, I deeply regret this lack of imagination.

Yours, etc.,

ANTHONY BYERS.

NEWS

Birthday Honours

Knights Bachelor: James Arthur Holt, Co-ordinator General of Public Works, State of Queensland. Percy Llewellyn Hunting, Chairman, Hunting Group of Companies. Basil Urwin Spence, President, Royal Institute of British Architects.

C.B.: F. M. Lea, Director, Building Research Station, D.S.I.R.

C.B.E.: Leslie Farrer-Brown, director Nutfield Foundation. B. J. Collins, county planning officer, Middlesex. W. T. Lewis, Regional Director, Bristol, Ministry of Works. H. G. Rushbury, Artist, Keeper of the Royal Academy. J. C. R. Woodside, Deputy Director of Works, Air Ministry. W. S. George, architect of New Delhi, India.

Imperial Service Order: T. H. Pritchard, Deputy Director of Contracts, Ministry of Works.

O.B.E.: G. G. Baines, architect, senior partner Grenfell, Baines and Hargreaves. N. Davey, senior principal scientific officer, Building Research Station, D.S.I.R. G. M. Harvey, managing director, British Oxygen Wimpey Ltd. R. W. B. Howarth, Chief Information Officer, Ministry of Works. J. Knipe, Principal Officer, Ministry of Housing and Local Government, Northern Ireland. C. G. Libby, Superintending Estate Surveyor, Ministry of Works. J. J. G. Michie, head of Commercial Division, John Laing and Son.

M.B.E.: W. Kenneth Birchall, estate surveyor, Ministry of Works. R. E. Thallon, Head Technical Information Service, Ministry of Works.

All-gas House Competition

The Scottish Gas Board invites architects resident in the United Kingdom to submit designs for a house which will exploit and demonstrate the possibilities of gas as a means of heating, cooking, water heating, refrigeration and home laundry.

Assessor: Professor Frank Fielden, M.A., F.R.I.B.A. Premiums £250; £150; £75. Last day for submitting designs, September 26, 1960.

Conditions may be obtained from the Commercial Manager, The Scottish Gas Board, 1 Rothesay Terrace, Edinburgh 3. No deposit. An applicant must state his registration number.

Leverhulme Travel Grants

The R.I.B.A. announces that 54 applications were received for the Leverhulme Travel Grants to Brazil and that two awards of £1,200 each, to include travelling expenses, have been made to: D. P. Crease, M.A.(cantab.), D.A.(Edin.), A.R.I.B.A., and G. H. Balcombe, A.R.I.B.A., to enable them to work for a period of at least a year on the planning or building of the new federal capital of Brazil.

New President

Frederick Adkins has been elected president of the Institute of Registered Architects for the year 1960-61. George C. Fox becomes chairman of the Council, and Mr. John Hanson, vice-chairman.

South American Tour

The R.I.B.A. proposes to arrange a tour to places of architectural interest in South America, either this year or next, which it is hoped will be only the first of a series of architectural tours to be run under R.I.B.A. auspices.

The itinerary tentatively suggested is one including Rio de Janeiro, Sao Paulo, Brasilia, Caracas and Maracaibo, with

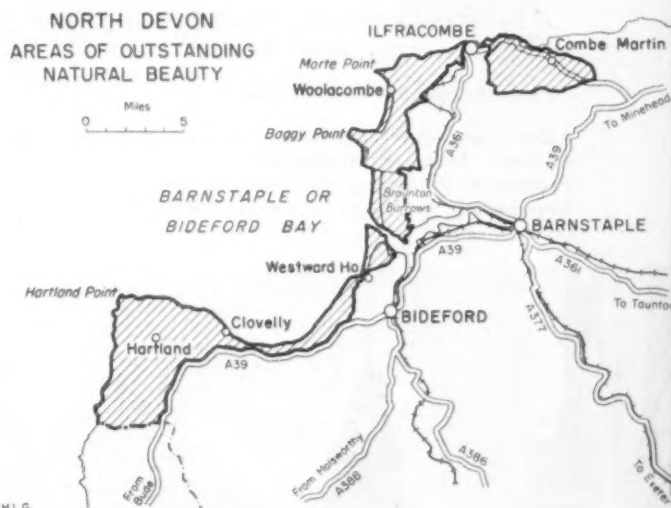
a possible extension northwards to Mexico City, Miami and New York.

Cost of such a trip has not yet been estimated, but those who think they might wish to go are invited to write in now, giving any preferences they may have with regard to the date of the tour. Suggestions for other places of architectural interest in South America, which might be included in the tour, would be appreciated.

Those interested should write to the Secretary, U.K. Committee of the International Union of Architects, R.I.B.A., 66 Portland Place, London, W.1.

Protecting North Devon

The beauty of an area of the North Devon countryside, about 66 square miles in extent, is to be protected. The Minister of Housing and Local Government has confirmed an order made by the National Parks Commission designating the region as an Area of Outstanding National



Beauty. The area comprises some of the finest coastal scenery in Britain, including the whole of the Hartland Peninsula and such well-known places as Clovelly, Branton Burrows, Croyde, Woolacombe and Combe Martin, near the western edge of the Exmoor National Park.

Responsibility for preserving and enhancing the natural beauty of the landscape rests with the local planning authority, Devon County Council. Government grants can be made at the rate of 75 per cent towards the cost of treating derelict land, tree planting and preservation, and removing disfigurements. Grants are also available towards the expenditure incurred in making agreements or orders for public access to open country and in appointing wardens. Designation does not provide any right of access to land not already open to the public. Nor does it affect the existing use of land, e.g. the use of War Department land for military purposes.

Coming Events

Royal Institute of British Architects

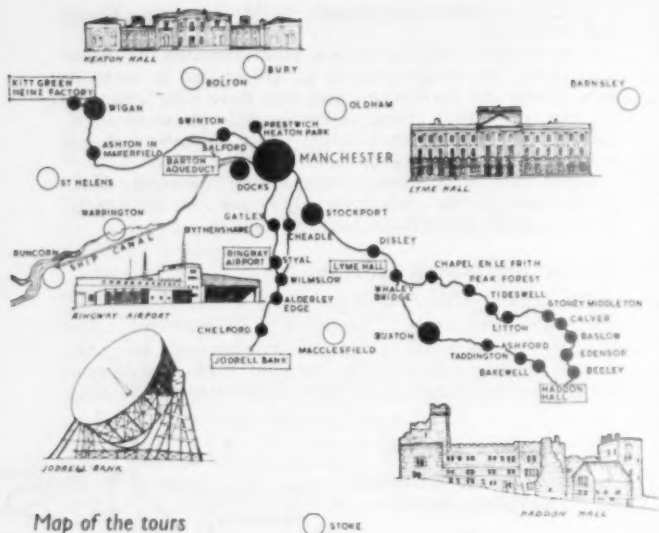
June 21 at 6 p.m. Council Election Results, presentation of 1959 London Architecture Bronze Medal. At 66 Portland Place, W.1.

Victoria and Albert Museum

Now until October 1. Exhibition of drawings and etchings, by Giambattista Tiepolo (1696-1770), in rooms 70-73.

Architects' Christian Union

June 16 at 7 p.m. (refreshments 6.30 p.m.). "The evidence of things not seen", B. J. Allen. At the Royal Institute of British Architects, 66 Portland Place, W.1.



Map of the tours

A Civic Trust rejuvenation scheme, this time at Burslem, near Stoke-on-Trent. Here again shopkeepers, property owners and others have co-operated in making the most of the existing urban scene. Co-ordinating architect: Professor Mischa Black of the Design Research Unit



PROGRAMME JUNE 15-JUNE 18

Conference H.Q.,
Town Hall,
Manchester

Wednesday, June 15

8.30 p.m. Informal reception at the City Art Gallery, at
to which members will be guests of the Manchester
11.15 p.m. Society of Architects.

Thursday, June 16

9.30 a.m. Inaugural meeting in the Free Trade Hall.
to Address of welcome by the Lord Mayor of
12.15 p.m. Manchester. Inaugural address by Basil Spence,
O.B.E., T.D., A.R.A., A.R.S.A., president R.I.B.A.
Theme: "Rebuilding Our Cities", articles by
Hubert Bennett, F.R.I.B.A., Arthur Ling, F.R.I.B.A.,
M.T.P.I., and L. Hug, Wilson, O.B.E., A.R.I.B.A.,
A.M.T.P.I.
10.45 a.m. Flower arrangement demonstration at the
to Midland Hotel.
11.15 a.m.
1.45 p.m. Study Group at the Free Trade Hall.
to
2.15 p.m.
3.00 p.m. Garden party at Heaton Park and Hall, by kind
to permission of the Corporation of the City of
5.00 p.m. Manchester.
8.00 p.m. Civic reception and dance at the Town Hall, by
to kind invitation of the Lord Mayor and Corpora-
11.00 p.m. tion of Manchester.

Friday, June 17

9.30 a.m. Continuation of Thursday's discussion. Article
to by Sir Keith Joseph, BART, M.P. Summary of
12.30 p.m. proceedings thus far by Sir Thomas Bennett,
K.B.E., F.R.I.B.A.
Morning. Tour No. 1—H. J. Heinz's Factory, Kitt Green,
Wigan and tour of docks.
Aytoun Street—Trafford Road, Salford—
Launch tour of docks—Barton Aqueduct—
lunch at Wigan—Heinz's factory at Kitt
Green—Manchester at 5.30 p.m. (whole day).
Tour No. 2—Haddon Hall and Lyme Hall.
Aytoun Street—Stockport—Lyme Hall (coffee)
—Chapel-in-le-Frith—Tideswell—Litton—
Edensor and Chatsworth Park—Bakewell
(lunch)—Haddon Hall—Ashford-in-the-
Water—Taddington—Buxton (tea) Whaley
Bridge—Manchester at 5.30 p.m. (whole day).
Afternoon. Tour No. 3—Lyme Hall (half day).
Tour No. 4—Stones of Manchester. (half day).
Tour No. 5—New buildings of Manchester.
(half day).
Tour No. 6—Jodrell Bank. (half day).
7.15 p.m. Optional visit Cheetham's Hospital
for
8.00 p.m.
Conference Dinner at the Midland Hotel.

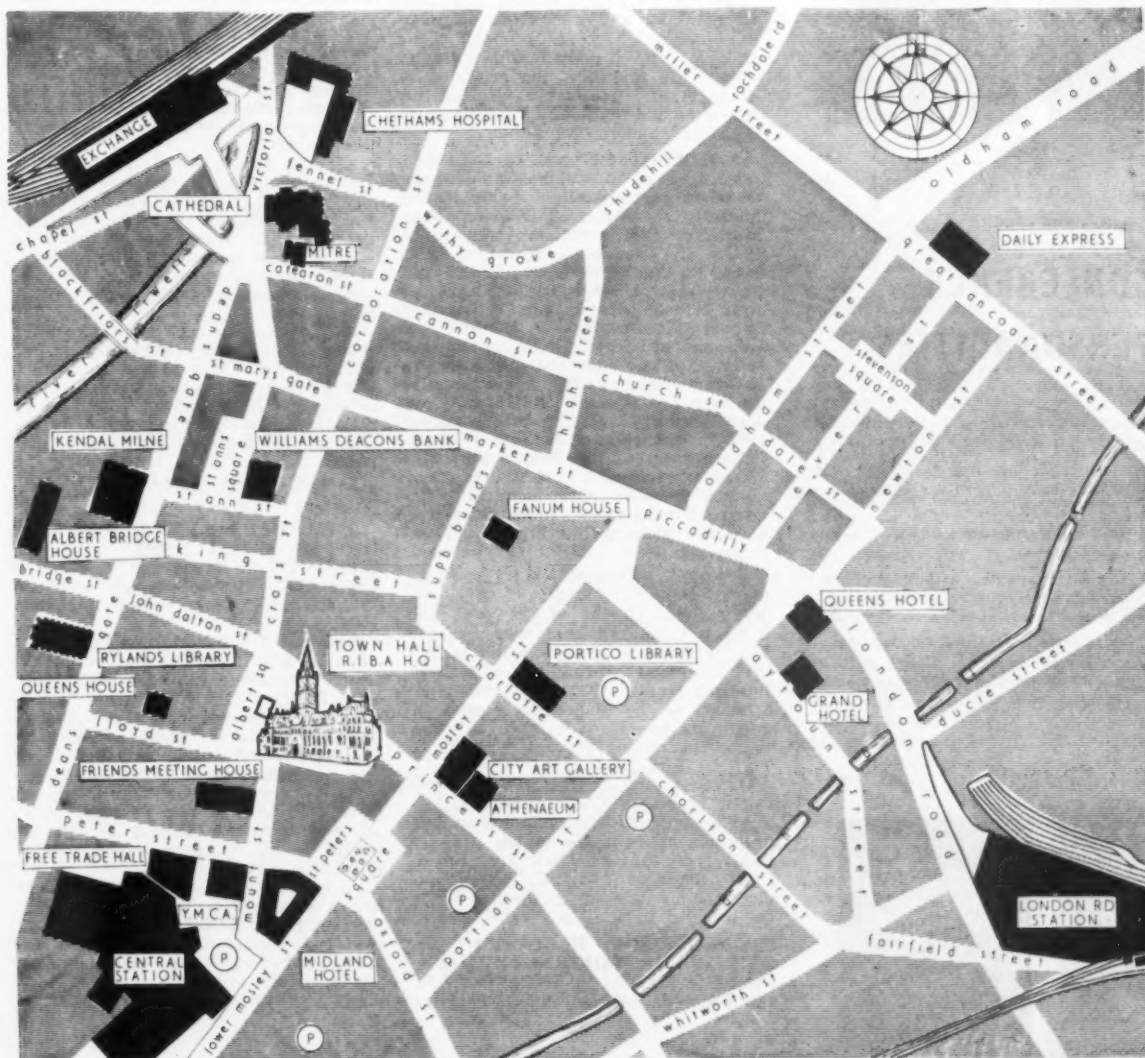
Saturday June 18

Informal visits to places of interest.

BRITISH ARCHITECTS CONFERENCE MANCHESTER 1960

The problems which the conference of architects will start to discuss in Manchester tomorrow are likely to remain a focus of attention for many decades, but the need for solutions is urgent. The City of Manchester is an example and its problems of urban renewal are discussed in two articles appearing on pages 759 to 766; the authors, Franklin Medhurst and Dr. J. N. Jackson, are both on the teaching staff of the Department of Town and Country Planning, Manchester University. The remainder of this special feature on Manchester includes profiles and opinions of conference personalities (pp 756, 757) and a review of some of the work done by members of the Manchester Society of Architects (pp 767 to 784)

Map of Manchester City Centre with key points of interest to conference goers





1 2
3 4
5 6

CONFERENCE PERSONALITIES

Personalities were asked to give their opinions on the following questions; replies are printed under the profiles where opinions have been expressed:—

1. How would you cope with motor vehicles in large towns?
2. How would you deal with the problem of moving people in order to obtain land for clearance and comprehensive rebuilding?
3. Are houses with gardens essential for people with children? If flats are used, what about out-door living and recreation space for children?

7 8



1. J. ARMSTRONG, B.Arch.(L'pool), A.R.I.B.A. Age 47. World War II service with Royal Engineers and Indian Engineers. Partner, Francis Jones & Son since 1948.

Opinion: (1) Speaking as a private citizen, and without knowledge of all the facts, I believe that congestion in the centre of provincial cities might be relieved in the short term by provision of more parking spaces off main roads leading into the centre at distances of half to one mile from the centre and provision of additional public transport operating "shuttle" services in the centre only; coupled, of course, with by-pass motorways for through traffic, and segregation of pedestrians by appropriate means at critical points.

(2) While I would like to see more rapid slum clearance and comprehensive rebuilding, I am certain that all possible steps are being taken by the responsible authorities, subject always to a due respect for the rights of the many private individuals concerned. I sometimes wonder whether there is a tendency to take too long to achieve too little. I would like to see systematic rebuilding of individual streets proceeding on a continuous programme in addition to major areas of slum clearance.

(3) Houses with gardens are, I believe, the ideal for families with young children, if mother did not go out to work and the climate were suitable. In large towns enclosed garden play areas in connection with each group of houses or block of flats are probably more realistic, coupled perhaps with a nursery school. In my view, the provision of adequate and acceptable facilities for recreation and amusement for "teenagers" is probably a more vital necessity.

2. HUBERT BENNETT, F.R.I.B.A., A.L.I.A. Age 50. Studied at Manchester School of Architecture. R.I.B.A. Silver Medallist for Measured Drawing (Hon. Mention), 1932. Arthur Cates Prize, 1933. Sir John Soane Medallist, 1934. Neale Bursar, 1936. Godwin and Wimperis Bursar, 1948. Royal Society of Arts Medal, 1934. Rome Scholarship Special Award, 1936. Ministry of Housing and Local Government Housing Medal, 1954. London Architecture Bronze Medal, 1959. Southampton Borough Architect, 1943-45; County Architect of W. Riding of Yorkshire, 1945-56. Member of R.I.B.A. Council, 1952-55. President, West Yorkshire Society of Architects 1954-56; Treasurer, R.I.B.A. 1959-60. Now, architect to the London County Council. Mr. Bennett is to read a paper on the first day of the conference.

3. ERIC BENSON, M.B.E., M.A., Dip.T.P.(Man.), F.R.I.B.A. Age 48. War service in the R.A.F. with the Bomber Command, and was awarded M.B.E. for improvements made in layouts of bomber airfields. Alfred Bossom Research Student 1956. Has been Hon. Secretary to the Manchester Society of Architects for the past seven to eight years. In private practice with R. B. Turner (Turner & Benson).

Opinion: Would rather do a 10-mile detour or take a Corporation bus than drive in congested towns and prefers "my near neighbours in the middle distance rather than the immediate foreground. I am therefore obviously too prejudiced for my opinions on town traffic or flat dwelling to be of any value".

4. PROFESSOR REGINALD ANANDALE CORDINGLEY, M.A. (Arch.), F.R.I.B.A., M.T.P.I., Dist.T.P., F.R.S.A. Age 64. World War I service

in the Royal Fusiliers and Royal Engineers. Past member of Council of Town Planning Institute and past chairman of its Northern Division. Rome Scholarship 1923. Professor and Director of the School of Architecture, Manchester University since 1933; also President of the Manchester Society of Architects and President of the Society of Architectural Historians (Great Britain). Has been in consultant practice in architecture and town planning since 1954.

5. ELSPETH DONBAYAND, A.R.I.B.A., Chairman of the Ladies' Committee; graduated from Manchester University. Works with architects, Cruikshank & Seward.

6. WILLIAM ARTHUR GIBBON, M.A.(Arch.), A.R.I.B.A. Age 39. R.I.B.A. Rose Shipman Studentship 1956; Truscon Travelling Scholar 1954; Reinforced Concrete Association Annual Medal 1958. Partner in the firm of Cruikshank & Seward, where he has been since 1948. Secretary of the Conference Committee.

7. LESLIE HALLIDAY, F.R.I.B.A., A.M.T.P.I., A.L.I.A. Age 63. Senior lecturer in town and country planning, at Manchester University 1934-49; a past president of Manchester Society of Architects. Partner in the firm of Halliday & Agate. Convened the conference tours.

Opinion: (1) Multi-storey and other car parks immediately around the central shopping and office area, some parking facilities attached to large individual buildings for the use of their tenants. By-pass motorways for through traffic. The effectiveness of these proposals is, however, largely dependent upon comprehensive replanning.

(2) The usual method of decanting a certain number of people to obtain the first area of clearance for rebuilding, thereafter using the first area, when redeveloped, to house the occupants of later areas of clearance—allowing for a certain amount of movement by individual families to suit personal preferences.

(3). In my own personal experience I prefer a house with a garden for people with children. Where flats are used I would prefer a proportion of high blocks in order to reserve as much ground as possible for out-door living and recreation on the doorstep, supplemented by public parkland on a larger scale for organized games and unorganized leisure.

8. G. NOEL HILL, F.R.I.B.A. (Ret.), Dist.T.P., M.T.P.I. (Ret.). Age 66. R.I.B.A. Bronze Medal for Manchester award 1950. Manchester city architect 1932-45; Lancashire county architect 1945-58.

Opinion: (1) I would like to see a dispersal of large stores and office buildings, which concentrate vehicular traffic, and leave the City Centre a relatively quiet zone for administrative and cultural buildings. I favour separate levels for vehicles and pedestrians, with street level and basement garages in the large stores—where bone fide shoppers could leave their cars on the purchase of a shopping voucher. General car parking should be in multi-storey and underground car parks.

(3) I consider that, if not essential, houses with gardens are very desirable for people with children. Where flats are used there should be community rooms at ground level with play gardens adjoining, for mothers and small children.

9. LEONARD CECIL HOWITT, M.Arch.(L'pool), Dip.T.P., D.P.A., F.R.I.B.A., M.T.P.I. Age 63. Honorary D.A.(Manc.), Regional College of Art, Manchester 1959. R.I.B.A. Bronze Medal in 1960 for crematorium and cemetery chapels Blackley; Vice-president R.I.B.A. 1956-58; president Manchester Society of Architects 1955-57; president City and Borough Architects' Society 1948-55; member of R.I.B.A. Council 1947-59; member of the Architects' Registration Council 1950-52, 1958 to date. Also member of other R.I.B.A. committees. Now Manchester city architect. Convenor of the conference garden party.

Opinion: For many years in lecturing on the changing face of Manchester I have prophesied that building developers will be required in the future to accommodate within their own curtilage the motor cars of all who work for them or visit them; that pedestrians will be segregated at first floor level in walkways behind the building line and thus covered by upper storeys, buildings being raised on stilts with clear space at street level except for entrance stairs and lifts, and ramps to basement car parks. However, it would be improper for me as City Architect to express personal opinions on the three questions you raise which are in the provinces of the City Engineer and Surveyor, and the Director of Housing (who is an architect) respectively. I am responsible for the underground car park now being constructed in the Market Place to accommodate 346 cars, and have prepared several schemes for multi-storey garages; in this provision of car parks the City Engineer and Surveyor, as the chief officer of the Highways Committee, is, in effect, my client.

10. SIR KEITH JOSEPH, Bt., M.P. Age 42. Fellow of All Souls College, Oxford. Licentiate Institute of Builders. World War service, Capt. Royal Artillery. Past director of Bovis Holdings Ltd. and Gilbert-Ash Ltd. At present, Parliamentary Private Secretary to Ministry of Housing and Local Government. Will read a paper on the second day of the conference.

11. ARTHUR GEORGE LING, B.A. (Arch.), F.R.I.B.A., Dist.T.P., M.T.P.I. Age 47. Before the war worked with Maxwell Fry and Walter Gropius. A member of the County of London plan team; principal planning officer of the London County Council 1945-55; was in charge of the department of town planning University College, London 1946-47 and senior lecturer 1947-55; Coventry city architect and planning officer 1955 to date. Reading a paper on the first day of the conference.

Opinion: Considers that we are at the beginning of a complete renewal of our older towns and cities which have been blighted by peace, but at the moment we are just patching without a plan. The opportunities to solve traffic and living problems by segregating pedestrians and vehicles will be lost unless we can get a comprehensive basis of land ownership (public or private, or leasehold which could combine both). Policy making at the highest level is required otherwise we shall produce nothing but "I'm all right Jack" towns.

12. ROBERT MACKISON McNAUGHT, D.A.(Glas.), F.R.I.B.A., F.R.I.A.S., J.P. Age 62. President of the Manchester Society of Architects; on several R.I.B.A. committees; chair-

man of the Manchester Conference Committee. Senior partner in the firm of Bradshaw Gass & Hope.

13. HAYDN WILLIAM SMITH, F.R.I.B.A. (Dist. in R.I.B.A. final thesis). Age 39. Royal Manchester Institution Silver Medallist 1947; Associateship, Regional College of Art, Manchester 1947. Rose Shipman Student 1958. Vice-president and public relations officer Manchester Society of Architects; Member of the R.I.B.A. Public Relations Committee; chairman organizing committee, Manchester Building Centre; chairman of the Manchester Building Forum. Partner in the firm of Taylor, Young & Partners since 1949. He is responsible for public relations at the conference.

Opinion: (1) It is essential that in built-up towns, having narrow streets, off-street car parking must be attained very soon unless the still increasing number of vehicles completely jams the towns. One possible step which could be extended now would be to restrict waiting by goods delivery vehicles as well as no-parking in certain streets to off-peak periods, that is before 8.0 a.m. and after 6.0 p.m. This with "clearways" through the inner suburbs could free the traffic flow. Abandon small roundabouts too; they don't work in peak periods, only causing backing up of jams. Localities differ widely and it doesn't seem important what type of car parks is provided so long as it permits easy access and egress without building up jams. As Manchester is proposing, provincial cities could plan for inner ring roads of not more than a half-mile radius and connected to main clearways, the adequate car parks of all types being located on this ring road. Small sections of metered, short-time, parking could then be arranged in strategic areas of shops and business houses for those people such as travellers requiring to make many short and frequent calls with bulky or heavy parcels.

(2) Present legislation and national and local finance cannot, as yet, cope with the problem of acquiring sites of any magnitude for comprehensive planning in a free society. Therefore, business interests themselves will have to combine to do this. But it does require a spirit of co-operation. This was achieved in Hanover, principally due to the efforts of their City Architect and Planner, Rudolf Hillebrecht, and in Pittsburg by a group of business and professional men. It does mean owners of small sites giving up a certain amount of their independence but the advantages they and the cities would gain would far outweigh any apparent loss of freedom for possible independent action, which usually means doing nothing. Positive Planning Laws would then permit guidance being given to such proposals. A panel composed of both private and public architects could usefully be consulted.

14. CECIL STEWART, M.A., F.R.I.B.A., A.M.T.P.I., A.I.L.A. Age 49. Head of the School of Architecture and the Regional College of Art, Manchester since 1947. Now primarily engaged in the development of a new system of architectural education which combines office and school training. The course, which has the blessing of the R.I.B.A., is now completing its second year. Convenor of the conference handbook.

15. L. HUGH WILSON, O.B.E., A.R.I.B.A., Dist.T.P., A.M.T.P.I. Age 47. City architect and planning officer of Canterbury, 1945-56. Now chief



9 10
11 12
13 14

architect and planning officer of Cumbernauld New Town. He will read a paper on the first day of the conference.

16. W. CECIL YOUNG, F.R.I.B.A., Pugin Student in 1941. Past president of the Manchester Society of Architects; president of the Royal Manchester Institution. Partner in the firm of Taylor, Young & Partners. Convenor of the conference exhibition.

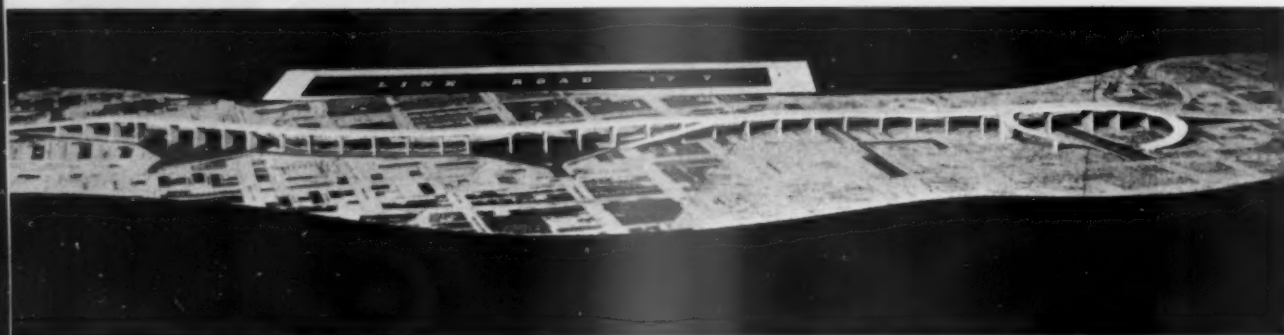
Opinion: (1) Use every possible means of getting parked vehicles off the streets. By-pass motorways for through traffic are essential. It should be possible to be able to shop with a car.

(2) Build within towns and build higher. Keep open spaces, of course (made possible by higher buildings). There needs to be much larger scale development in most towns instead of the piecemeal operations now taking place.

(3) Children must have somewhere to play other than the streets, but this need not mean everyone has to have a garden. If buildings are on stilts, covered playgrounds can be provided underneath. Roof space can be used for playgrounds.

15 16





Above and below, a model of the proposed link road. Vertical scale in the model is distorted to give a clearer definition of the form

PROPOSED LINK ROAD FOR MANCHESTER

City Surveyor: R. NICHOLAS, C.B.E., B.Sc.

The proposal to construct a new major road, approximately one and three quarter miles in length, from Chester Road to Ashton Old Road, skirting the south side of the City Centre, was first made in the City of Manchester Plan, 1945. The purpose of this road is to provide a direct link from Trafford Park industrial area and the Manchester Docks to the industrial towns of East Lancashire and Yorkshire, thereby relieving the existing east-west routes, and in particular the heavily trafficked Whitworth Street route which passes through the City Centre, and also intercepting and distributing traffic from the existing arterial roads serving the south side of Manchester which it crosses and which are at present the ones that are the most congested.

THE most important feature of the Link Road is that its only direct connections are to the arterial roads, and indeed all minor roads and streets that at present cross the line of the Link Road will be closed or diverted, and replaced as part of the redevelopment of the areas adjacent to the Road.

It is not intended to provide for pedestrian use of the viaduct, and on the ground level road there will be complete pedestrian segregation with footways passing through adjoining development rather than alongside the road and crossing the road by subways at convenient points. No parking will be permitted upon the road.

After analysing traffic surveys conducted in 1957 and 1958 and taking into consideration the present intensity of, and expected increases in, traffic, it was decided to relieve the expected congestion at the roundabouts where the Link Road would intersect the main radial routes by constructing an elevated open viaduct 1,200yd in length with intermediate connections between it and ground level by ramp or slip road at three junctions. In addition, the roundabouts at two of these connections would be linked by a ground level road running beneath the viaduct.

The scheme is illustrated by the model, which is constructed with a 5-to-1 exaggeration of the vertical scale, and points of particular interest are the modified "clover-leaf" between the viaduct and Brook Street, and the bridging of Oxford Road, the carriageway of which will be lowered by about 10ft. Another feature is the elimination of the existing intersection of City Road and Great Jackson Street by the looping of these two roads with new connecting points to the Link Road.

Provision has been made in the design of the roundabouts to permit

the construction, when required, of multi-level intersections. Thus through traffic along Downing Street (A.6) will ultimately be carried on a flyover traversing the roundabout, and at Chester Road the design will allow for the ultimate provision not only of a flyover but also of an underpass. At Princess Road Extension, which is the City's proposed direct expressway link with the North-South Motorway, there will be provision for an underpass should this be needed in the future.

The western length of the viaduct will have an overall width of 60ft made up of dual 24ft carriageways, a 4ft median, and two 4ft margins which include the balustrading. The eastern length, and from thence to Downing Street, will have dual 33ft carriageways and there will be dual 24ft carriageways from Downing Street to Ashton Old Road.

The maximum gradient for the main carriageways is 1 in 25, and for the slip roads 1 in 20 for downhill and 1 in 25 for uphill gradients. The minimum radius of horizontal curvature is 1,350ft and a speed of 50 m.p.h. has been adopted for design purposes, with acceleration and deceleration lanes at points of access and departure.

The estimated total cost of the scheme amounts to some £5M, of which about £3.6M is for constructional works and £1.4M for land, excluding that required for redevelopment.

Acquisition of properties is already in progress and it is intended to purchase sufficient depths of lands on either side of the road to give complete control over all frontage development and access. Buildings adjacent to the road will in fact not be served from the road, but from the areas in which they lie.





Manchester College of Science and Technology. Photo: Airviews Ltd.

THE OBSOLETE CENTRE

The centre of Manchester is in essence the town planning of a century ago. Covering a triangular area of less than one square mile, with the three railway terminals to London Road, Central and Victoria stations at each apex, the heart of the city is largely obsolete. On the following four pages Franklin Medhurst, A.R.I.B.A., A.M.T.P.I., of the Town and Country Planning Department, University of Manchester, discusses the problem

MANCHESTER, a city just past its centenary, presents the enigma of many Victorian industrial towns. The mediaeval cotton settlement on the Irwell rapidly expanded in the period of nineteenth century commercial activity, adding a large sector to the south of its old market place. Suitably placed to assume regional functions, trading displaced textile manufacture as the dominant activity, and the centre moved from the Irwell into the Victorian segment. In a short period of 50 years the city grew sixfold; in this lies its problem of renewal. The buildings and streets of its centre have remained unchanged during an age of revolution in communications, working and social standards. Older cities and those which have evolved slowly, have undertaken constant replacement, providing opportunity from time to time for town

improvement schemes. Today the centre of Manchester is in essence as the Victorians built it and consequently it is very largely obsolete.

The centre is a triangle of less than one square mile enclosing at each apex one of the three railway terminals; London Road, Central and Victoria stations. Within this triangle warehousing forms a substantial proportion of the obsolete buildings, for textiles are no longer necessarily stored in the town centre. They form a concentration south of Piccadilly, and like the district of offices, banks and exchanges on the west, they present a scene of commercially overcrowded ground, edging congested streets. Four to six storey surface coverage is almost complete, reluctantly yielding to open space only in traffic cordoned Piccadilly Gardens and two tiny perimeter greens. The boundary of

Above, the railway viaduct defines the central area boundary between London Road and Central stations. The elevated route 17/7 is planned to cross the cleared ground on the right. The cover picture shows more of the obsolete centre. Deansgate runs across the foreground, Piccadilly can be seen top left. Waterhouse's City Hall is next to the circular Central Library. Obsolete warehousing is in the area across the top of the view. Below, locomotives for Sudan Railways, giant transformers and ships' boilers are common sights in Manchester's central streets. This 120ft cylinder is trying to negotiate the corner from Newton Street into Piccadilly

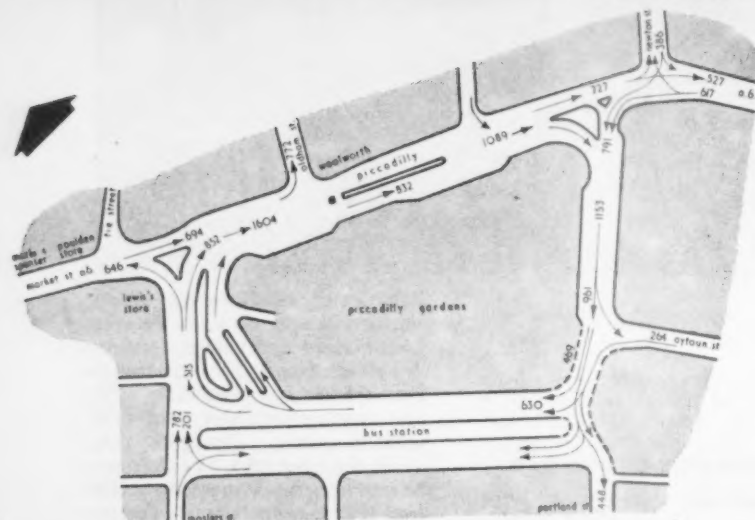


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THE OBSOLETE CENTRE



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FIGURES INDICATE TRAFFIC FLOW IN VEHICLES PER HOUR BETWEEN 5 PM AND 6 PM

Centre, confusion of vehicle movements in Piccadilly. The system has grown, it has not been planned. The greatest pedestrian movement is between the stores across trunk road A.6. Piccadilly Gardens is a traffic ringed island. Top, street scene near Market Street. The penetration of the motorcar is ruthless, occupying pavements and crowding out pedestrians. Left, St. Ann's Place and its associated alleys off Deansgate, is Manchester's only precedent for segregation of foot and wheeled traffic

the centre is defined by an annulus of old industrial buildings, yards, gasworks, stagnant canal backwaters, railway viaducts and condemned housing, blocking the approaches to the centre and denying the city any access worthy of its commercial prominence. The main shopping streets are the two legs which extend from the old nucleus; Deansgate striking out to the south-west; Market Street to the south-east rising to the civic space of Piccadilly. The latter is an eight-acre quadrilateral at approximately the centre of the triangle; it is the popular shopping district of departmental and multiple stores. At its junction with Market Street some 15,000 persons per hour cross the road between the stores on a Saturday afternoon, forming stranded clusters in mid-street as the traffic on both sides surges forward, for this is part of the A.6 London to Carlisle route. The city road pattern takes long distance and inter-suburban traffic through its centre: the knowledgeable Trafford Park industrial traffic navigates a course through outer residential streets but the heavier loads must pass through Piccadilly. The elevated relief route, 17/7, planned to run east to west over the radials, half a mile south of Piccadilly, is placed to take the Trafford Park traffic away from the centre; the greater need is a north-south motorway to replace A.6.

An obsolete core is a burden to any city and a threat to its continued prosperity. The crisis in Manchester's centre arises as elsewhere, from the penetration of the motorcar in increasing numbers; the criteria of the congestion it causes is the amount of car parking space available. In the narrow streets separating commercial premises, vehicles fill the pavements as well as the roads, and the pedestrian, deprived of his narrow strip, forsakes these routes. If the threat to life is not acknowledged, the threat to livelihood is. "The provision of substantial car parking facilities in the central area of the city is essential to the continued and future prosperity of the central area. Failure to provide these facilities must surely result in some disintegration of the commercial and business centre." (Manchester Corporation Minutes of Council, July, 1956.)

In August, 1959, the Corporation made public its plan to meter the area bounded by Deansgate, Market Street, Peter Street and Mosley Street as the first stage to control parking over the whole of the central area. The scheme provided for 729 meters in 43 streets and a count of parked vehicles in the area, made on the day of publication, totalled 265 more vehicles than the



number of proposed metered spaces. With an anticipated doubling of vehicle ownership in nine years and trebling in 15, and with greater employment in the central area as a result of the permitted increase in floor space indices, a policy of multi-storeyed terminal car parks associated with an urban motorway, will be essential. In the central area as defined, a parking count of over 6,000 private cars and almost 1,000 commercial vehicles was made on a week day in 1959.

Conversion of obsolete buildings to offices, shops and clubs has been undertaken, but because of the age of the buildings they provide only sub-standard accommodation and cannot compete with new buildings, as the number of vacant premises testify. A certain amount of replacement has taken place in the last few years; it is on a piecemeal basis so that the new buildings conform to the old building and street lines with an increased plot ratio. The traffic generation of the replacement is therefore greater without any improvement in street capacity to accommodate it.

In this manner the crisis in the battle for space between pedestrian and vehicle is mounting, the city's heart is old and weak, no longer able to perform its function efficiently. The trends of commercial decline are already visible in the decisions of some concerns to leave the city and to operate from small towns 15 to 20 miles away where cheap and ample parking space is available for their customers; and too in the recent proposal by a finance company to build a regional shopping centre on virgin land in Cheshire. If the city's congestion is not eased the trend will accelerate as conditions worsen. Renewal of the central system of communications and buildings is the only way of sustaining the economy; efficiency in renewal requires that the city should distribute its high densities to reduce the concentrated load on the traffic system. In turn this infers a redistribution of land values so that the replanned city has several centres, not one.

To remain a city of regional importance Manchester must design its communications system to cater for wheeled and foot traffic. For this it is necessary to re-route its streets in such a way that capacities are distributed instead of concentrated, and vehicles are channelled to service buildings from the rear, below or above, leaving the pedestrian free to make his social and commercial contacts on a personal basis. The order of doing this requires the Corporation to control a large enough area to plan a complete system of communications. The London County Council managed it on the 28 acres of its South Bank site where the broad expanse of river frontage is designed for pedestrian use; it is the minimum area for a comprehensive plan, in



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Above, Watt's Warehouse, Portland Street, facing Piccadilly. The warehouses are amongst the finest architecture to be found in the central area. Right, blitzed sites, formerly used for car parking, are after 15 or 20 years being built upon in a piecemeal manner. Not only is the car parking space lost but a $3\frac{1}{2}$ to 1 plot ratio increases the traffic generation of the new building. Street capacities are unaltered. Below, the bombs of 1940 cleared the south side of Piccadilly and the space was used for car parking until the end of 1959. Now, Sunley's are developing the area in the foreground with a tower block of offices, shops and an hotel



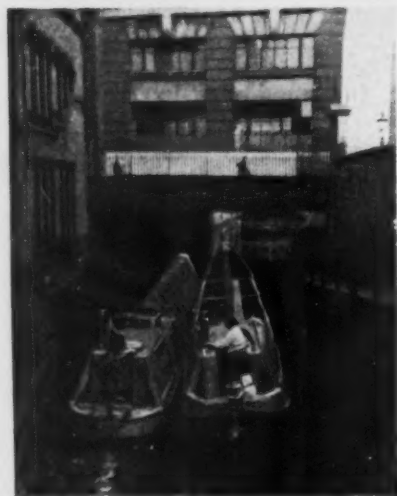
Kaye

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Beckett

Above, the central area seen from the City Hall. Below, Rochdale Canal, near Princess Street, within the suggested renewal area. Left, barges passing under Aytoun Street, on the Rochdale Canal, about 200yds from Piccadilly. An element and an activity to be displayed as part of the city's character, rather than hidden behind high walls

THE OBSOLETE CENTRE

Manchester it should preferably be larger. The warehousing area south of Piccadilly, bounded by Mosley Street, Princess Street and route 17/7 is ripe for comprehensive renewal of this kind. The area takes in some 80 acres with a slight fall in level from north to south. Running through it in a north-east to south-west direction, 200yd from Piccadilly, is the active but hidden Rochdale Canal, and further south the Medlock meanders between the College of Technology and the line of route 17/7. The design potential of this area is therefore very high; the canal is an essential facet of the city's history and economy, ready to provide a waterside pedestrian way through the city, as it can now, given the patience to search it out. When the plans for the Technical College extension were being discussed two years ago, it was proposed to dam the Medlock downstream to provide a broad expanse of river on the south of the new building, but the cost was not considered justified.

To finance committees and rate-payers it is the cost of large scale renewal which would eliminate it from any foreseeable programme of development. But very recently was displayed in the city an example of a greater problem successfully solved with little funds and less planning machinery. The Hanover Exhibition has shown what can be done by persuasion and courage. Applied to Manchester, the plan would be that the city should acquire the 80 acres of obsolete development already defined, and prepare a comprehensive design for renewal. Applications would be invited from finance companies or their contractors for the construction of parts of the development in conformity with the prepared plan. Sites would be leased to them and the enhanced land values accruing from new development would fall to the City Corporation. Funds for the purchase of the land might be raised by public loan; for other purposes this has been successful in Manchester and what better incentive for the Mancunian to invest in his city, knowing that public ownership of the land will permit future generations to control this recurring problem for all time. The attraction to financiers is considered to be present, but lying dormant. A number of smaller towns in the region have been under consideration for large scale replacement of their centres. In this case the initiative comes from the finance companies who approach the Local Authority with a proposal to build shops, markets, public buildings and car parks over areas of 10 to 30 acres in return for support of compulsory purchase orders. It is significant that it is the Victorian town centres which are selected. The indication is that there is footloose capital awaiting opportunity for investment in central areas, an opportunity which, in taking the initiative, Manchester could provide.

Parsons





Photo: Manchester Evening News

HOUSING OBSOLESCENCE IN MANCHESTER

Smoke, industry, high densities, each create their own difficult problems upon redevelopment. Dr. J. N. Jackson, B.A., A.M.T.P.I., of the Town and Country Planning Department, University of Manchester, writes upon this subject. We are indebted to the Local History Collection of Manchester Public Libraries for the loan of photographs appearing on pages 761, 762 and 766.

MANCHESTER achieved the status of a city in 1851. Its preceding and subsequent growth transformed a provincial market town into a prosperous Victorian manufacturing centre of international fame, but also introduced the squalid rows of sordid houses which present the city authorities of today with their unenviable burden. At least 60,000 houses must stand condemned on physical and humanitarian grounds as unfit for human habitation; these dwellings cannot be improved even to minimum standards of fitness. Many thousand more buildings have a residual life of less than ten years, and the rate of obsolescence in the present stock of houses is greater than the current rates of building. The housing position is worsening, because the present slums

were being built rapidly a century ago to cope with the housing needs of an expanding industrial city.

The urgent need for clearance and redevelopment on an extensive scale may be visualized from the sombre content of the accompanying photographs. Quite apart from the poor physical quality of the houses themselves—damp, inadequate daylight, deficiencies in household amenities—many depressing environmental factors must be overcome in all redevelopment projects. The pall of smoke, and the pervading dirt and grime from factory and household chimneys, are being lessened gradually by the progressive extension of Smoke Control Areas—but progress is slow and new buildings soon receive their inevitable patina of soot. The rec-

The rectangular grid-iron road pattern, with its innumerable dangerous street intersections, must be redesigned to come to terms with the motor vehicle and modern traffic requirements



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Manchester Evening News



Above left, houses backing onto waste ground. Crumbling walls, leaning chimneys, and no through ventilation. Right, decaying outhouses, the ubiquitous motor car, and houses dominated by tall industrial buildings



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Above, housing in an area liable to subsidence. Note colliery pithead, centre left. Below, slum clearance under way. 689 houses are scheduled on this site



Manchester Evening News

HOUSING OBSOLESCENCE IN MANCHESTER

tangular grid-iron road pattern, with its innumerable dangerous street intersections, must be redesigned almost in its entirety to come to terms with the motor vehicle and with modern traffic requirements. Gardens, recreational areas and public open space are conspicuous by their absence; many of the inner wards have a derisory provision of less than half an acre per 1,000 persons; essential planning requirements are for the incorporation of children's play areas, allotments, open space for visual purposes, and recreational areas into all new residential layouts, despite the difficulties of planting and of soil restoration on the sterile land of former urban development.

The housing problem is not just the social duty of clearance and replacement with modern buildings; it involves the complete redesign and redevelopment of whole areas within the inner wards for community living in the twentieth century.

Housing Clearance does not mean Housing Redevelopment

Many of the sites which must be cleared cannot be redeveloped for housing purposes. The land is required for other forms of development. For example, Manchester University demands housing land in order to provide accommodation for its expanding student intake, to satisfy the needs of new departments, to house its research commitments, and to provide for the growth of subsidiary services such as refectories or the students' union. Similar arguments could be advanced for the central hospitals or the College of Technology. Manchester, justifiably proud of these institutions and of their place in the city's life, must permit the encroachment of their buildings on to former residential land and make provision for the displaced families elsewhere.

Another aspect is that the blighted inner areas surround the city centre. Clearance provides an opportunity to provide for urban motorways, parking space, terminal facilities, new office blocks and commercial developments. These necessary provisions for resident, visitor and business man alike replace existing housing on land which the housing committee would like to see utilized for residential purposes.

Industrial needs add a further quota of demand. The cleared residential localities may be crossed by railway viaducts, hemmed in by noisome or obnoxious commercial processes, or be dominated by immobile industrial premises. Such established uses have determined the future zoning of the site under an industrial notation on the



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Above, piecemeal private development, field by field, in association with main road access to the city. Below, housing at Woodhouse Park, Wythenshawe. The completion of this "suburban New Town" has provided one of the principal post-war outlets for local authority housing in Manchester

Development Plan. They will be used to accommodate firms unable to expand on their present site, or which are now working under the economic handicaps of inadequate premises or unsuitable access.

Other sites have become physically unsuitable for new residential redevelopment. Land to the north and east of the city centre is liable to subsidence through the activities of the National Coal Board. Some vacated sites have been used for controlled tipping and require consolidation or costly works which inhibit development.

The Contribution of High Density Development

Arguments that high density development could resolve all Manchester's difficulties are not in accord with the facts. The physical arguments already advanced and the other requirements for additional space provide a part of the answer. In addition, on the remaining clearance sites zoned for residential development, existing densities may be extremely high; some 40,000 of Manchester's houses are built at densities of between 42 and 48 houses to the acre.

The policy of the Corporation has been to develop at an accommodation density of ninety habitable rooms per acre. "This density figure represents



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HOUSING OBSOLESCENCE



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Densities upon redevelopment have varied but little with location. Top, the inner area. Above, suburban Wythenshawe



Kelly

Above, private suburban development at Manchester's southern boundary. Below, extensions to the University necessarily encroach into land formerly occupied by housing



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a social decision which Manchester believe to be in the best interests of their people . . . Any substantial increase in density can be achieved only at substantially increased cost and by a reversal of the planning and social standards hitherto adopted. A 33½ per cent increase in net density from 90 to 120 would produce 1,620 further dwellings . . . An increase in density to 160 habitable rooms per acre would produce something over 3,000 extra dwellings." ("Proposed Development of land at Lymm for Manchester Overspill", H.M.S.O., 1958.) These densities would reduce, but cannot resolve, the overspill problem. They can be justified on the social criteria of housing a higher proportion of families close to their places of work in the inner ring, and also because they would assist in retaining the established kinship network of the extended family. Loyalty to districts, and links with existing communities and associations, are strong in Manchester. The stimulus to more vital architectural expression, the opportunities for more varied planning layouts, and the greater range of visual and aesthetic possibilities provide cogent further arguments for higher densities which need not be elaborated here.

It must be stressed that an overspill problem remains. An increase in net densities affects only those sites which are re-zoned for residential purposes. Ancillary needs such as primary schools, the formidable demands for public open space, roads, parking areas and service industry each consume more land in residential areas with increasing net densities.

A Regional Assessment

Slum clearance in Manchester cannot be viewed in isolation but demands a regional perspective, because the same urgent problems of comprehensive development face most of the adjacent housing authorities. East Lancashire contains about 140,000 houses declared as unfit; the proportion (16 per cent) is nearly three times greater than for England and Wales. In addition the local statistics greatly underestimate the real problem, because the returns only give those houses which the local authority expect to clear.

Even on this minimum assessment the regional problem is worse than nationally, yet, despite this situation, clearance and new housing have been at less than national rates. Twelve per cent of the slums of East Lancashire have been cleared 1956-59, compared with 21 per cent over England and Wales. The rate of house building by local authorities within the conurbation has been 2.0 per thousand population over the same period compared with 2.8 nationally. The needs are great; progress has been sluggish.

One of the many factors involved must be the trends of population and employment. The conurbation declined in population (-2 per cent)

between 1931 and 1951, and was then the only conurbation to exhibit this characteristic. The decline of population has continued 1951-1959, and the total number of insured employees has likewise decreased with recession in the basic textile trades. Is a small declining textile town likely to tackle its slum clearance with vigour when its economic base can be seen to offer an uncertain future? Is a County Borough likely to encourage the outward movement of industry to accompany an overspill population in similar circumstances?

Secondly, the housing problem requires the development of sites away from the main built-up areas. Only a proportion of clearance families can be re-accommodated back on the same sites; available internal land for residential infilling is inadequate; the urgent necessity for positive green belt policies of the Cheshire and Lancashire authorities prevent further urban encroachment. Housing progress must therefore depend on agreement between local authorities. Local examples have included the movement of Salford residents to Worsley, and Manchester's housing tenants to Middleton. The schemes, successful from the standpoint of co-operation, have also extended the conurbation; the housing of applicants from Manchester, Salford, Salford and Stockport in Macclesfield provides the only example of the more appropriate solution by long distance dispersal; social surveys in this town have underlined the need for associated industrial expansion, and for tenants to be chosen by some form of Industrial Selection Scheme whilst at the same time offering a housing advantage to the exporting authority.

Third, as successive governments have refused to permit the development of new towns at Congleton, Mobberley, and Lymm, collaboration between authorities remains the only possibility. The conurbation contains 53 housing authorities, many with extra-territorial demands for land, and planning is diffused over nine authorities (two county councils and seven county boroughs). A Manchester and District Town Planning Advisory Committee was constituted in 1920 and advisory plans were prepared subsequently. The Town and Country Planning Act, 1947, provides stronger legislative powers for positive action—but the Joint Planning Committees were abolished to make a concerted regional approach and policy less feasible. For every success in developing a site, a dozen or more negotiations have proved abortive. In the meantime, the rows of condemned houses, the high death rates of inner wards, and the pure physical drabness stand both as a permanent reminder of the post-war difficulties and as a bitter indictment of present policies. It is the people who suffer for the anonymous sins of official omission.

MANCHESTER SOCIETY OF ARCHITECTS RECENT WORK

In this section a review is made of recent work in the Manchester area by local architects. The architecture is divided into categories arranged alphabetically, photographs being cross referenced with a short written description. We commence this section on this page with a number of projects for the City of Manchester by official architects. A and B, two schemes designed by Leonard C. Howitt, Manchester City Architect. Top, Domestic and Trades College, Fallowfield. General contractors: J. Gerrard & Sons Ltd. Contract price: £600,000. Below this, the proposed swimming pool, Wythenshawe. The three other photographs are projects designed by J. Austen Bent, Director of Housing, Manchester Housing Department. First, nine-storey flats for single and aged persons, Manchester (C). General contractors: Truscon Ltd. Contract price: £130,139. Below this, two multi-storey flats developments, Holyhedge Roundabout Development (D) and St. George's Redevelopment, Stage II. Cost £703,500 (E).

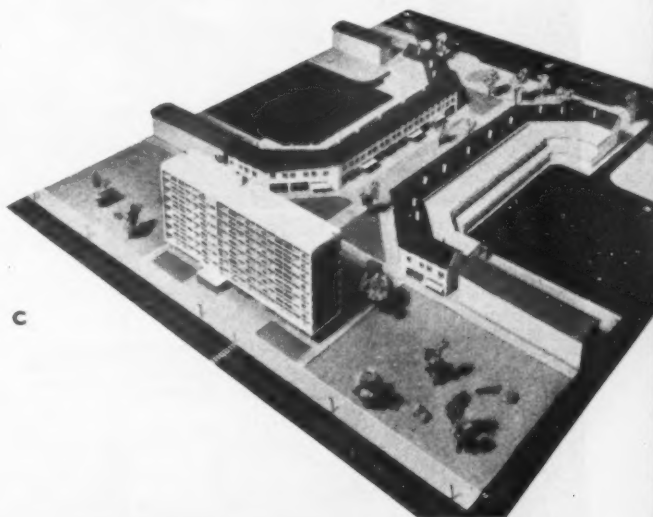
The City of Manchester is faced with an enormous slum clearance problem. It is accepted that 71,000 new houses are required, 60,000 of which are to replace houses which are unfit for human habitation. There is a grave shortage of sites within the city boundaries and many of those sites are liable to very considerable subsidence from mining operations and such liability obviously imposes certain restrictions upon the type of redevelopment which can take place. The City Council has determined that within the city, redevelopment shall take place at a net density of 90 habitable rooms per acre. Until recently this has been achieved by large scale use of four-storey maisonettes and an urban type of narrow fronted house erected in terraces and planned around a communal open space at the rear. The Corporation has, however, now given approval to developments incorporating multi-storey flats, providing for flats up to 16 storeys in height. Models C, D and E illustrate the types of developments proposed. So far as overspill is concerned, Manchester has developed schemes in Lancashire, Cheshire and Derbyshire and further large schemes are under negotiation. The majority of houses in overspill areas are owned and managed by Manchester Corporation, a small number have been provided by neighbouring local authorities and two schemes under the Town Development Act, 1952, are under negotiation



A



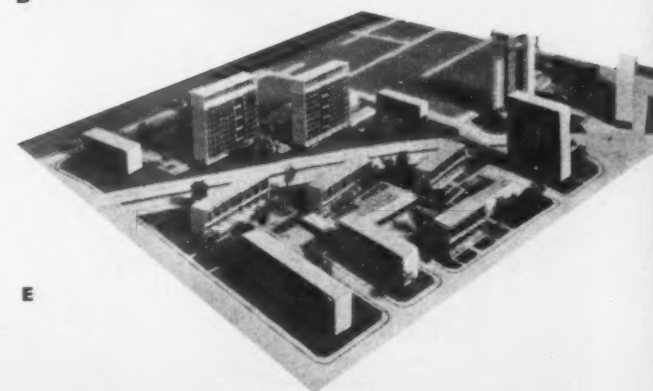
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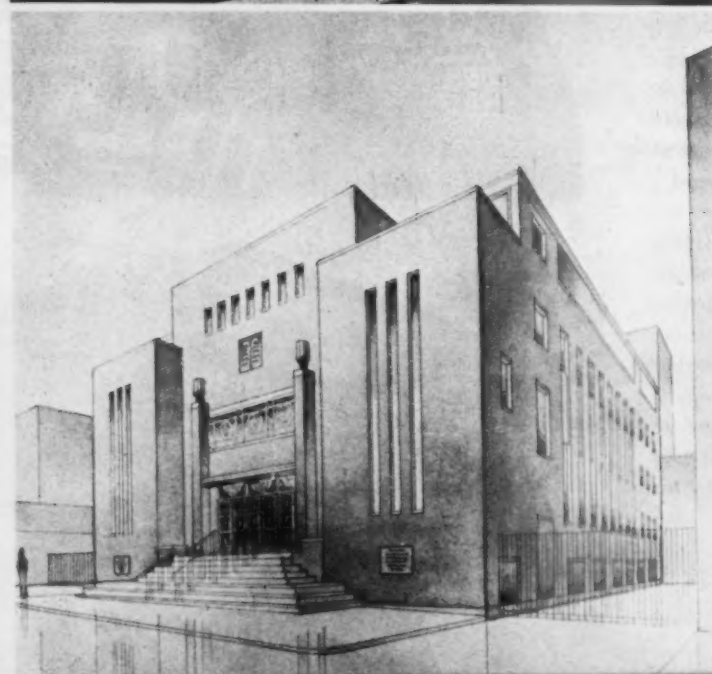
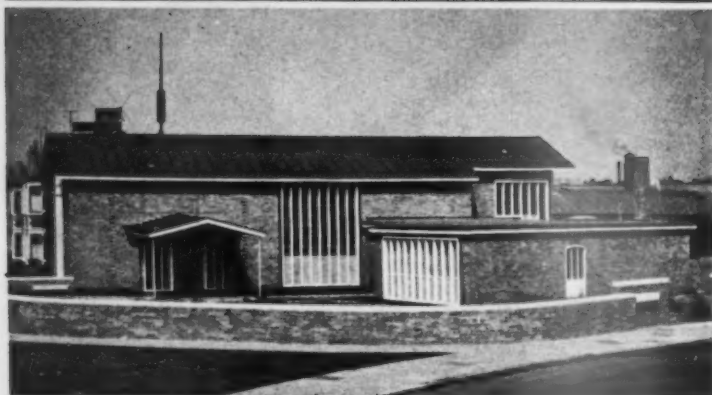


D



E

CHURCHES AND SYNAGOGUES



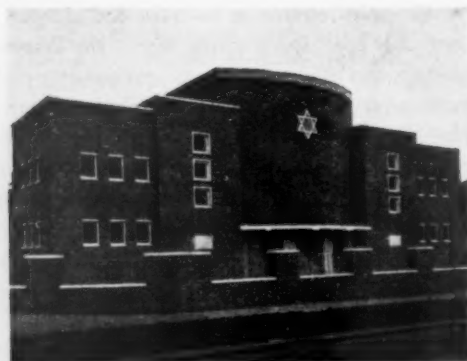
1. The Roman Catholic Church of St. Bernadette, Lancaster, has been built in a new housing area. All main lighting in the nave filters through the suspended slatted ceiling. The reredos has been painted by John Piper. Architect: Tom Mellor. General contractors: Warren Construction Co. Ltd. Cost: £37,000.

2. St. George's dual-purpose church for the Presbyterian Church of England at Layton, Blackpool. Architects: Fairbrother, Hall & Hedges. General contractors: F. Parkinson Ltd. Cost: £19,000.

3. Classroom extensions to the synagogue, Jacksons Row, Manchester, are at present under construction for the Manchester Congregation of British Jews. The synagogue itself, completed in 1953, was designed by Eric Levy in conjunction with the late Peter Cummings. The original building was not designed to carry an additional storey. Denis Matthews is consulting engineer for the new extension. General contractors: Normanton, Jones & Co. Ltd. Cost: £5,000.

4. Another synagogue at Mather Avenue, Liverpool, designed by the same architect, for the Allerton Hebrew Congregation. The seating accommodation is for 450 and there is room for future extension. There is the traditional ladies' gallery which forms a feature of all orthodox synagogues. The main gallery and clerestory beams are of pre-stressed concrete supported on reinforced concrete stanchions and the side walls have reinforced concrete framing. General contractors: Tysons (Contractors) Ltd. Cost: £41,000.

5. St. Stephen's Roman Catholic Church at Droylsden, Manchester,



occupies a corner site adjacent to the existing Presbytery. It is designed for approximately 700 parishioners. Construction combines the use of steel stanchions and trusses, load-bearing brickwork and random stone walling. Church furnishings were designed by the architects: Greenhalgh & Williams. General contractors: Wm. Thorpe & Sons Ltd. Contract price: £37,493.

6. St. George's dual-purpose church hall, Broadway, Chadderton. The building construction is traditional; the roof has glued timber trusses. Architects: Taylor, Roberts & Bowman. General contractors: T. Partington & Son Ltd. Cost: £13,000.

7. The North Road Methodist Church, Longsight, Manchester, completes a group of church buildings of which the school hall, classrooms, etc., were built about 40 years ago. The site is an urban one and rather cramped for the accommodation required. The church has been designed to seat about 200. Choir and organ are placed in a gallery over the west end of the church. Architects: Halliday & Agate. General contractors: J. & J. Parish Ltd. Contract price, excluding pews: £10,800.

8. The Cross Street Unitarian Chapel, Manchester, replaces the old eighteenth century chapel destroyed in 1940. The new chapel is smaller, but generally the existing foundations have been used except where the new building line occurs on the Cross Street frontage. A feature of the interior is a sliding screen, about 22ft high by 22ft wide, which screens the communion space when the auditorium is used for secular meetings. Architects: Halliday & Agate. General contractors: David Walton & Co. Ltd.



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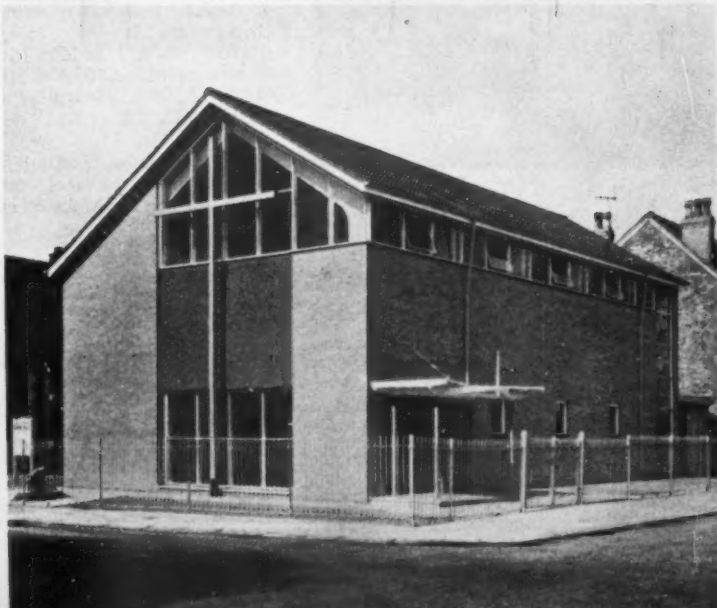


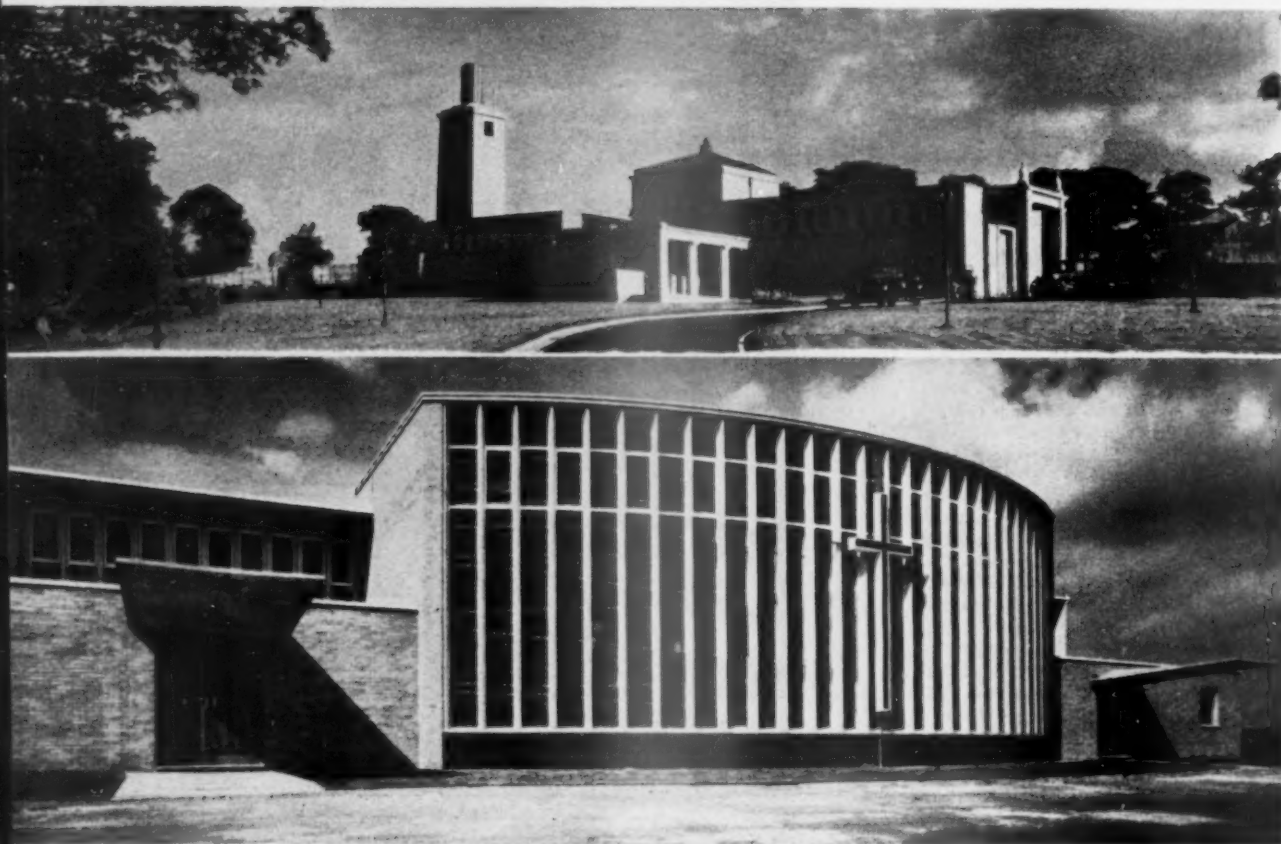
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9, 10

CREMATORIA AND HOSPITALS

9. Three recently completed crematoria are illustrated on this page. Burnley Crematorium has a non-denominational Chapel to seat 108 persons and a furnace room with ancillary accommodation. Architects: Taylor, Young & Partners. General contractors: M. & J. W. Heap Ltd. Cost: £60,000.



10. Blackley Crematorium is sited within the grounds of the new cemetery. This scheme also includes Earth Burial Chapels, registrar's block, staff residences, public toilets and shelters. Architect: Leonard C. Howitt, Manchester City Architect. General contractors: G. & J. Seddon Ltd. Costs: Crematorium, £101,686. Registrar's block, £32,904. Bungalow and public shelters, £12,510.

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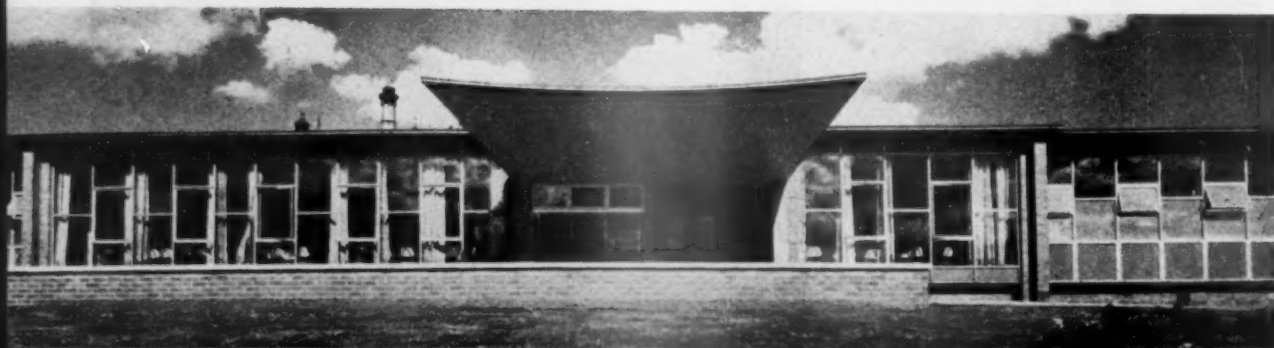
11. Alterations and additions to a non-conformist chapel have been made to form the Macclesfield Crema-

torium. Architect: E. A. Heppinstall, Macclesfield Borough Architect and Planning Officer. General contractors: Gorton & Wilson. Cost: £35,000.

12. 16. New additions to Bury General Hospital (Manchester Regional Hospital Board), an out-patient department and a casualty department, have been designed by the architects who won second prize in the University Hospital of Wales Competition: Charles B. Pearson & Son (A. & B.N. last week). The out-patient department is a T-shaped single-storey building at the front of the existing hospital with direct access from the main entrance. General contractors: Thompson & Brierley Ltd.

The casualty department is also single storey placed on the south side of the existing hospital. General contractors: J. Tinline Ltd. Contract figure: £59,000.

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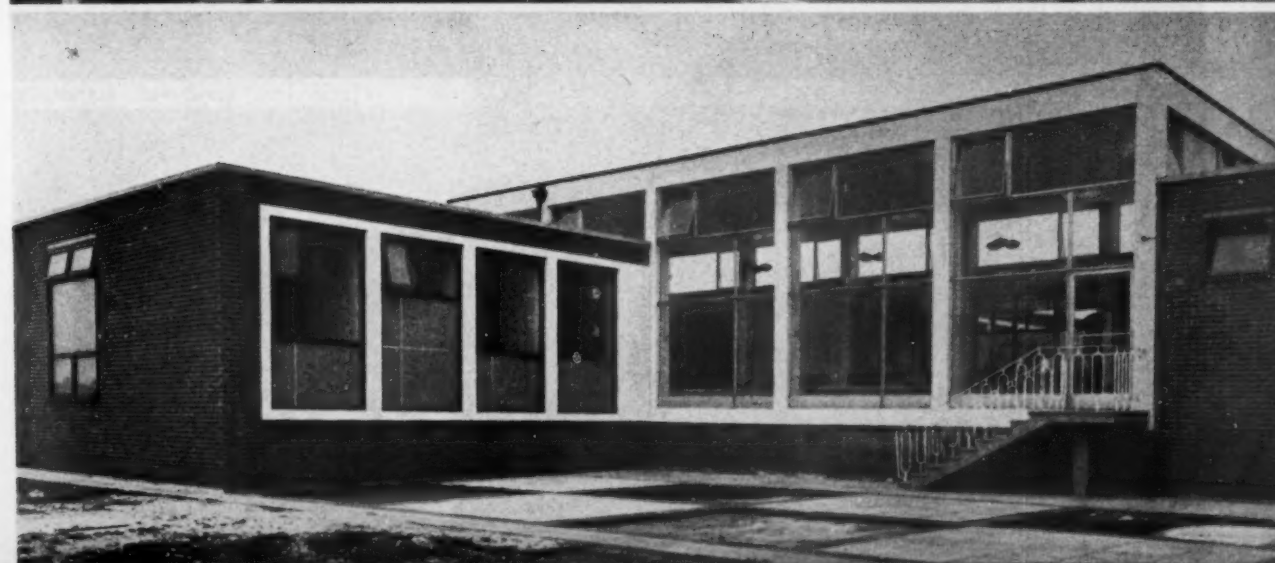


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13. The same architects have designed an almoner's department as part of a larger contract for Crumpsall Hospital (Manchester Regional Hospital Board). It is a single-storey building, off the main hospital spine corridor and to one side of the main courtyard. General contractors: Wm. Eaves & Co. Ltd. Contract figure: £8,000.

14. This extension to the Nursing Home at Bowdon has been built for Mountlands Trust (Bowdon) Ltd. Twelve additional nursing rooms have been provided; kitchen extensions and lifts have been installed. Architects: Turner & Benson. General contractors: Donald Macdonald Ltd. Cost: £24,000.

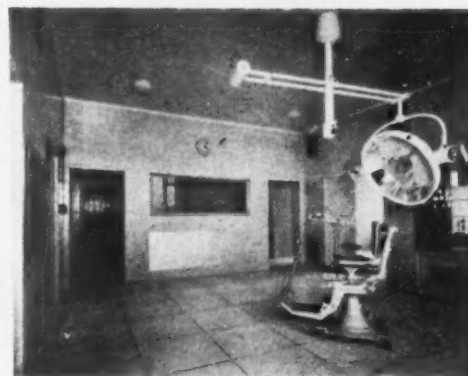
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15. This neurological operating theatre and neuro-radiological department for the Manchester Royal Infirmary has been designed for Sir Jeffrey Jefferson for the United Manchester Hospitals and embodies the latest ideas in theatre planning. Architect: Sir Hubert Worthington of Thomas Worthington & Sons Ltd. General contractors: G. & W. Smith (Builders) Ltd. Cost: £33,525.

17. New out-patients', physiotherapy and X-ray departments, constructed for the Manchester Victoria Memorial Jewish Hospital (Manchester Regional Hospital Board). Architects: Taylor, Young & Partners. General contractors: J. Gerrard & Sons Ltd. Cost: £90,000.



15

HOTELS AND HOSTELS



18. The Keirby Hotel, Burnley, for Massey's Burnley Brewery Ltd. The hotel has 46 bedrooms, 38 single and eight double rooms, each with its own bathroom and telephone. There are also two penthouse suites, suitable for cocktail parties or conferences. Architect: H. Hubbard Ford. General contractors: The Howarth Construction Co. Ltd. Cost: £250,000.



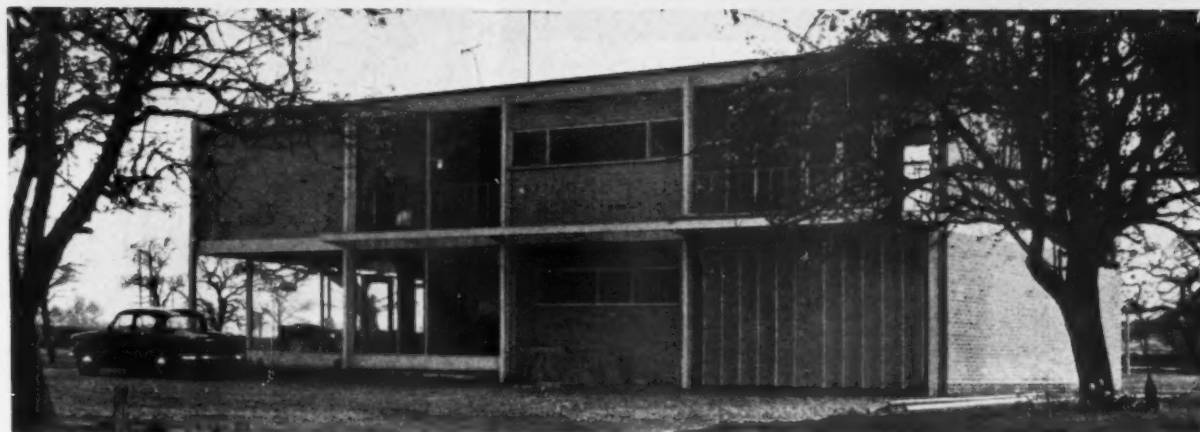
19. The Reddish Vale Hotel, Reddish, Stockport, for Gartside's (Brookside Brewery) Ltd. Architects: F. Thorpe & Whyman. General contractors: Peter Hodgkinson Ltd. Cost: £26,300.

20. A hostel providing accommodation for twenty-four apprentices employed by Rolls Royce Ltd. Architects: F. Tomkinson & Son. General contractors: Gee Walker & Slater Ltd. Cost: £36,358.

21. Needham Hall, a residential block for the University of Manchester, accommodates 129 students, each in separate bed-study rooms in three three-storey blocks. The warden's accommodation, common rooms, dining room and library, are contained in the existing Victorian house. Architects: Harry S. Fairhurst & Son. General contractors: Cooper Bros. and John Clayton Ltd. Cost: £157,000.

20, 21





22, 23

PRIVATE HOUSES

22. House at Wistaston, near Crewe. Accommodation: living room with dining recess, kitchen, utility room, outside W.C., fuel store, tool store, two bedrooms, bathroom and cloakroom. The two bedrooms and bathroom are on the first floor, partly in the roof space. Architects: F. Tomkinson & Son. General contractors: George Blease & Co. Ltd. Cost: £7,000.

23. A fully glazed three-sided sitting room on the ground floor is the main feature of this house at Bluestones, near Nantwich. The dining room contains the open staircase. There is a double garage. Architects: F. Tomkinson & Son. General contractors: Direct Labour. Cost: £8,000.

24. A house at Charnock, designed for building in three stages. The first addition was a new living room, right. The former living room, now in the centre, becomes the dining room. The third stage, a new bedroom, will be built against the cement panel. Architect: W. E. Meyer. General contractors: James Arrowsmith & Son. Cost: £3,500.

25. Bodden House, Windsor Road, Oldham. A three-bedroom, two-storey house with a two-car garage. Architects: Taylor, Roberts & Bowman. General contractors: Whitworth Whittaker & Co. Ltd. Cost: £8,500.



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HOUSING

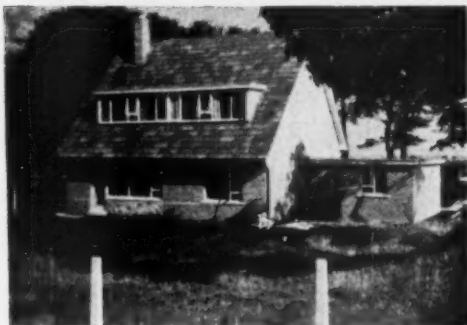
26. A block of flats on Queens Promenade, Blackpool, for the contractors, Sir Lindsay Parkinson & Co. Ltd. Each flat contains two bedrooms, living room/lounge, kitchen and bathroom. Architects: Fairbrother, Hall & Hedges.

27. The same architects also designed these flats at Warbreck Hill Road, Blackpool, for Warbreck Properties Ltd. Accommodation is similar to the Queens Promenade flats. General contractors: Mowbray Building Co. Ltd., and G.B.C. & Co. Cost: £46,000.

28. The Doctors Green and Slater Rest Home for aged persons. There are 13 single bed sitting room dwelling units and five double units with separate bedrooms. Each unit has its own entrance, kitchenette and W.C. with the joint use of bathroom. Architects: Nichols & Royle. General contractors: Wm. Thorpe & Son Ltd. Cost: £45,000.

29. A five-year housing programme for members of the police force is in progress in the county of Westmorland. The scheme illustrated here comprises eight semi-detached houses at Kendal. These have been erected on behalf of the Standing Joint Committee of the Westmorland County Council. Architect: W. R. Wark, Westmorland County Architect and Planning Officer. General contractors: W. H. Ainsworth & Co. Ltd. Cost: £18,580, including roads and sewers.

30. Morris Feinmann House, Didsbury, Manchester. This old people's home is designed to accommodate 50 persons. Architects: Marsden, Massey, Archavir. General contractors: J. Gerrard & Sons Ltd. Cost: £61,000.



32

31. Old people's housing for the Sutton Dwellings Trust, at Gorton, Manchester. There are 40 flats, some for single persons and some for couples. Each flat contains its own bathroom and kitchen. Architects: Francis Jones & Son. General contractors: Unit Construction Co. Ltd. Cost: £80,000.

32. One of the main features of this vicarage at Worsthorne is the use made of the roof space, which contains four bedrooms, bathroom, W.C., landing and a linen cupboard. Architects: Leach, Rhodes & Walker. General contractors: J. Wyld & Son Ltd. Cost: £5,493.

33. Forty dwellings, containing one-bedroom flats for old people and two-bedroom maisonnettes in two- and three-storey blocks, built for the Cheadle and Gatley Urban District Council at Queen's Gardens. Architects: Taylor, Young & Partners. General contractors: F. J. Gibson (Builder) Ltd. Cost: £45,000.

34. The first stage of eight houses for the Forestry Commission at Bamford, Derbyshire. The four houses have outbuildings, garage and office. Architects: Turner & Benson. General contractor: E. A. Boothby. Cost: £10,500.

35. Red House, a block of 12 one-bedroom flats for aged persons at Hurdfield, Macclesfield. Architect: E. A. Heppenstall, Macclesfield Borough Architect and Planning Officer. General contractor, H. Rochford. Cost: £20,000.

36. Almshouses at Lancaster for the Lancaster Charities. They form one side of a small square near the centre of the town. There are nine self-contained dwellings in two blocks around two garden courts. Those at ground level are entered from the garden and those at first floor level by a ramp from the square. Architect: C. E. Pearson of C. B. Pearson & Son. General contractors: Nicholson & Wright Ltd. Cost: £14,000.



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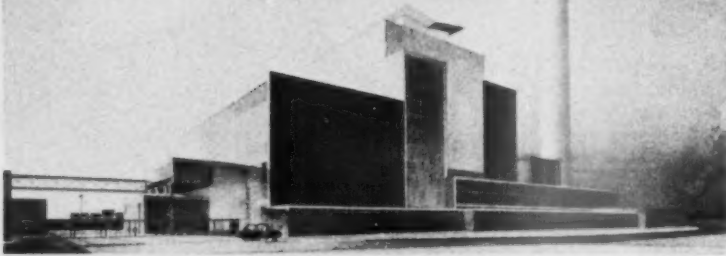


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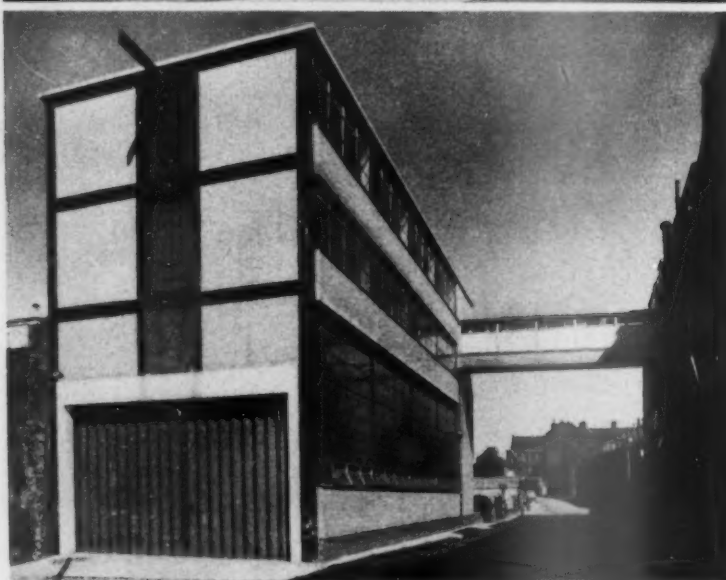
INDUSTRIAL BUILDINGS



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37. Padiham "B" Power Station under construction for the Central Electricity Generating Board. Main cladding materials are ribbed aluminium sheeting, patent glazing and exposed-aggregate slabs. Architects: Cruickshank & Seward. Consulting Civil Engineers: C. S. Alliott & Son.

38. Factory and offices for Rubber Latex Ltd. Architects: Francis Jones & Son. General contractors: Fred Mitchell & Son Ltd. Cost: £50,000.

39. An industrial building for Dronsfield Bros. Ltd. at Oldham, comprising machine shop, pattern store and production area with bridge to the main works. A cased steel framework with precast concrete beams forms the structure. Architects: Taylor, Roberts & Bowman. General contractors: Whitworth Whittaker & Co. Ltd. Cost: £35,000.

40. Dispatch store at Glossop for Isaac Jackson & Sons at present used as a materials store. This is the first stage of a new factory to replace the existing one, housed in a converted cotton mill. The site is sloping grassland on a hillside adjacent to the existing works. Architects: Turner & Benson. General contractors: Donald Macdonald Ltd. Cost: £14,000.

41. Research and experimental dyehouse, with offices, for Ciba Clayton Ltd. Each floor of the building deals with different materials to which the dyes are applied, e.g., paper, fur, textiles, etc. A large area of the roof is taken up by frames for testing fading properties of the dyes under natural daylight conditions. The building is heavily serviced as most chemical laboratories and has in addition three special kinds of water, filtered, demineralized and distilled. To resist atmospheric corrosion, which is known to be severe in this part of Manchester, much of the external wall is covered with faience and the windows are in hardwood. All external metalwork is heavily zinc sprayed. Architects: Harry S. Fairhurst & Son. General contractors: Robert Carlyle & Co. Ltd. Cost: £365,000.

42. Sports Club House for Shell Refining Co. Ltd., Ellesmere Port. The project is being built in two stages. The first, illustrated here, comprises a bar/lounge, ballroom and stage, dining room, club rooms and changing accommodation. Architects: Grenfell Baines & Hargreaves. General contractors: Thomas Warrington & Sons Ltd. Cost: £75,000.

43. Runcorn Fire Station. The plan is L-shaped and the large recreational room can be sub-divided by a folding screen to form a separate lecture room. A watch room, dormitory block, kitchen and dining areas



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MISCELLANEOUS

are part of the accommodation. Architect: Edgar Taberner, Cheshire County Architect. General contractors: Thomas Warrington & Sons Ltd. Contract price: approx. £45,000.

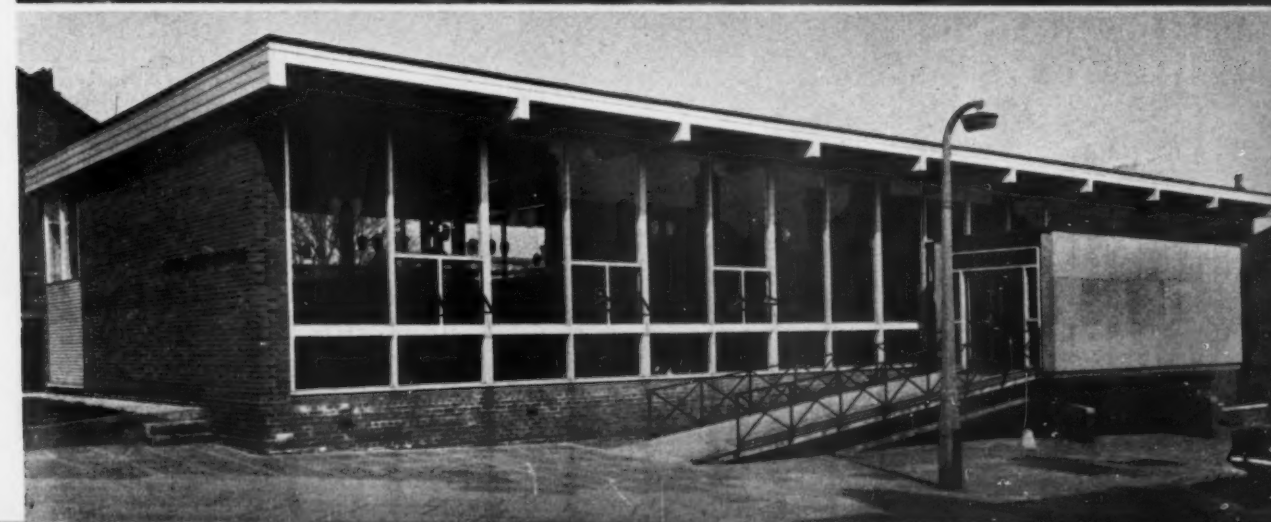
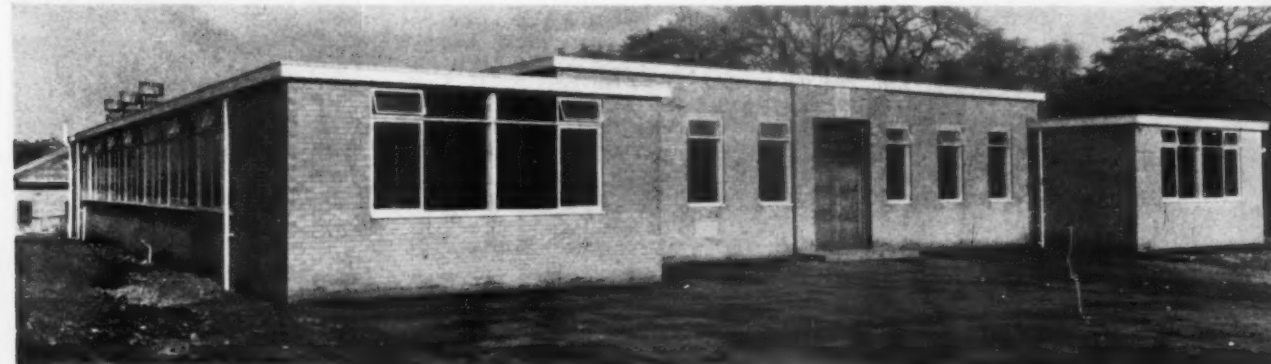
44. Cheshire County Hall, Chester. The building was started in 1938 but work was suspended during the war. Work on the completed scheme began in 1954. Architect: E. Mainwaring Parkes, former Cheshire County Architect. General contractors: J. Gerrard & Sons Ltd. Cost: £490,720.

45. The new headquarters for the Jewish Lads' Brigade and Club, Man-

chester. The construction was made as economical as possible, and excluding external works, the cost has worked out at less than 3s per cu ft. A light steel framework composed of standard sized mass-produced members has been used. Architect: Eric Levy. General contractors: Moston Brick and Building Co. Ltd. Cost: £20,000.

46. The Branch Library at Ormskirk for the Lancashire County Council. The site is sloping and access is by a ramp into the detached entrance hall which is also used for small exhibitions. The reference book department at the rear of the building is planned round a garden court. Architect: Tom Mellor. General contractor: W. J. Bickerstaff. Cost: £40,000.

45, 46





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48

OFFICES

47 & 48. New divisional headquarters for the Alkali Division of Imperial Chemical Industries Ltd. at Winnington, Cheshire, is a block of departmental offices planned in three wings stemming from a central concourse containing the main staircase and lift services. Architects: Bradshaw, Gass & Hope. General contractors: Seddon (Stoke) Ltd. Cost: £800,000.

A new drawing office block at Bury, for Walmsleys (Bury) Ltd., by the same architects as above. It lies on a sloping site and links up with an existing office building. General con-

tractors: John Dickinson & Co. (Bolton) Ltd. Cost: £225,000.

49. Due to limitations of the site, and the possibility of future extension, these offices for the Shell Refining Company at Stanlow refinery, have been designed in a single tall block, with the canteen providing a low horizontal foil. Architects: Grenfell Baines & Hargreaves. General contractors: A. Monk & Co. Ltd. Cost: £700,000.

50 & 51. Office block for the Royal Insurance Co. Ltd., Manchester. The main insurance hall extends through two storeys, and is entered by revolving armourplate glass doors. Architects: Harry S. Fairhurst & Son. General contractors: John Laing & Son Ltd. Cost: £365,000.

52. These buildings for H. Stockwell & Co. Ltd., at Salford, include offices and a warehouse behind. The client is a stockholder of sheet steel



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and one of the problems in connection with the warehouse was to prevent condensation forming on the inside of the bales of the steel sheets. This has been overcome by providing oil-fired forced air heaters, at both ends of the warehouse, which are controlled not only by thermostat but also by a humidistat. Architects: Halliday & Agate. General contractors: David Walton & Co. Ltd. Cost: £32,000.

53. This factory for the manufacture of precast concrete products, has been built for and by Matthews & Mumby, at Denton, near Manchester. Structure is of precast concrete arched frames, "V" shaped in cross-section, and work was carried out by the clients themselves. Architects: Taylor, Young & Partners.

54. This timber frame office block provides temporary accommodation for the Housing Department Office pending building of a new civic centre at Macclesfield. Architect: E. A. Heppenstall, Macclesfield Borough Architect and Planning Officer. General contractors: Gleave Bros. Cost: £5,000.

55. These offices at Oldham were built for the contractors themselves. Architects: Taylor, Roberts & Bowman. General contractors: G. Dew & Co. Ltd. Cost: £15,000.

56 & 57. Two garages and offices for Ribble Motor Services Limited, designed by their architects' department. The garage at Aintree (56) is for 86 vehicles. The principal entrance is in the centre, with fueling positions just within; the exit and parking ground are at the far end of the building. General contractors: Tysons (Contractors) Ltd. Cost: £85,000.

The garage at Burnley (57) is for 110 vehicles. The principal exit can be seen on the left, and on the right, a single deck coach fueling bay. General contractors: Thomas Croft & Sons Ltd. Cost: £130,000.



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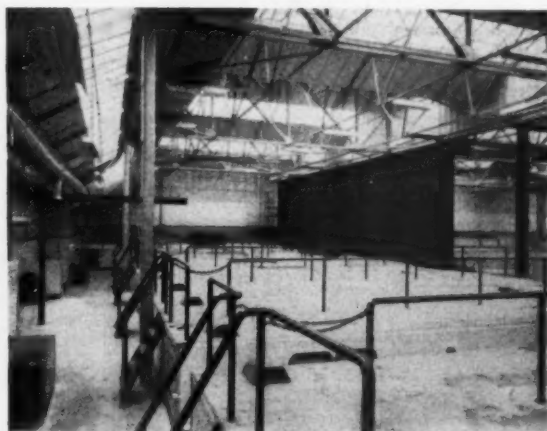
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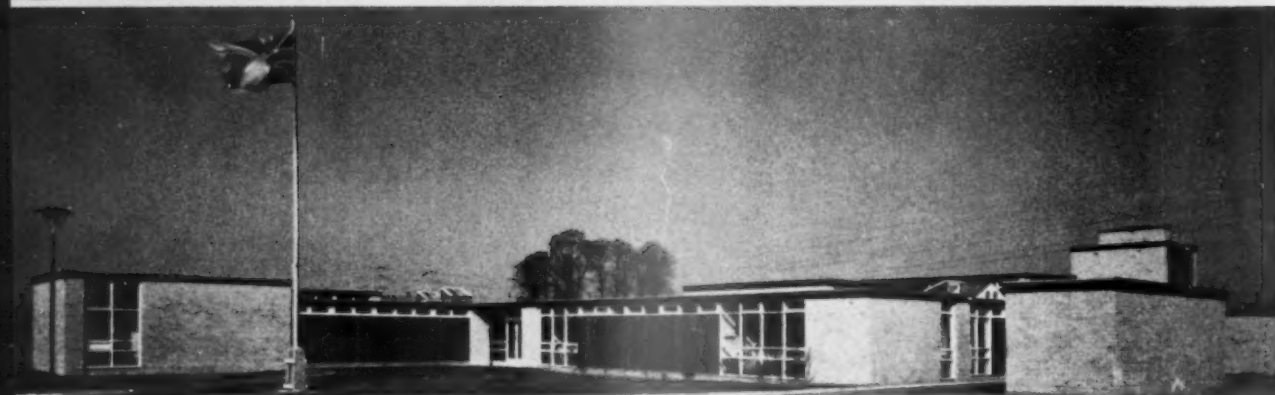
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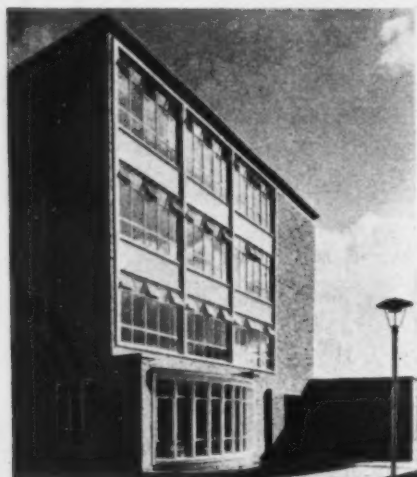
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58, 59



SCHOOLS AND COLLEGES

58. St. Anne's Roman Catholic Secondary School, Brightmet, proposed by Salford Roman Catholic Diocesan Trustees Registered, for Bolton Education Committee. The school, which is built on an open sloping site accommodates 480 pupils. Architects: Greenhalgh & Williams. General contractors: Stanley Porter Ltd. Contract figure: £144,880.

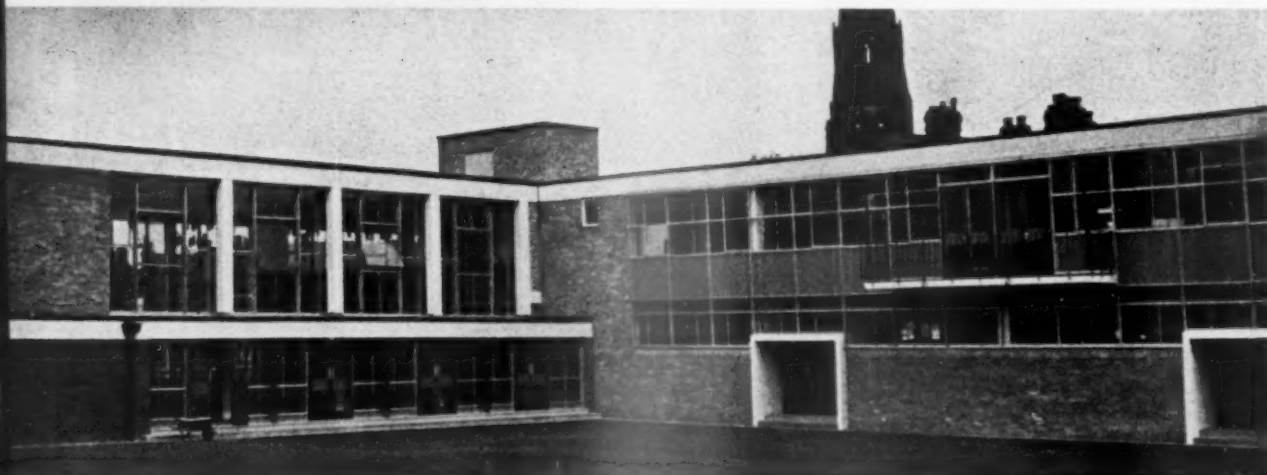
59. "Glenburn", a 2 F.E. mixed infants' school at Eastham. The

60

teaching area of this school is divided into three separate elements each comprising two classrooms, with cloakroom and lavatory accommodation. Architect: Edgar Taberner, Cheshire County Architect. General contractors: Spooners (Hull) Ltd. Contract price: approx. £42,000.

60. Abbeydale Grammar School for Boys at Sheffield for the Sheffield Education Committee. A four-form entry school planned for 680 children. Architects: Taylor, Young & Partners, in collaboration with J. L. Womersley, Sheffield City Architect. General contractors: W. Redmile & Sons Ltd. Cost: £240,000.

61



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THE ARCHITECT and Building News, 15 June 1960

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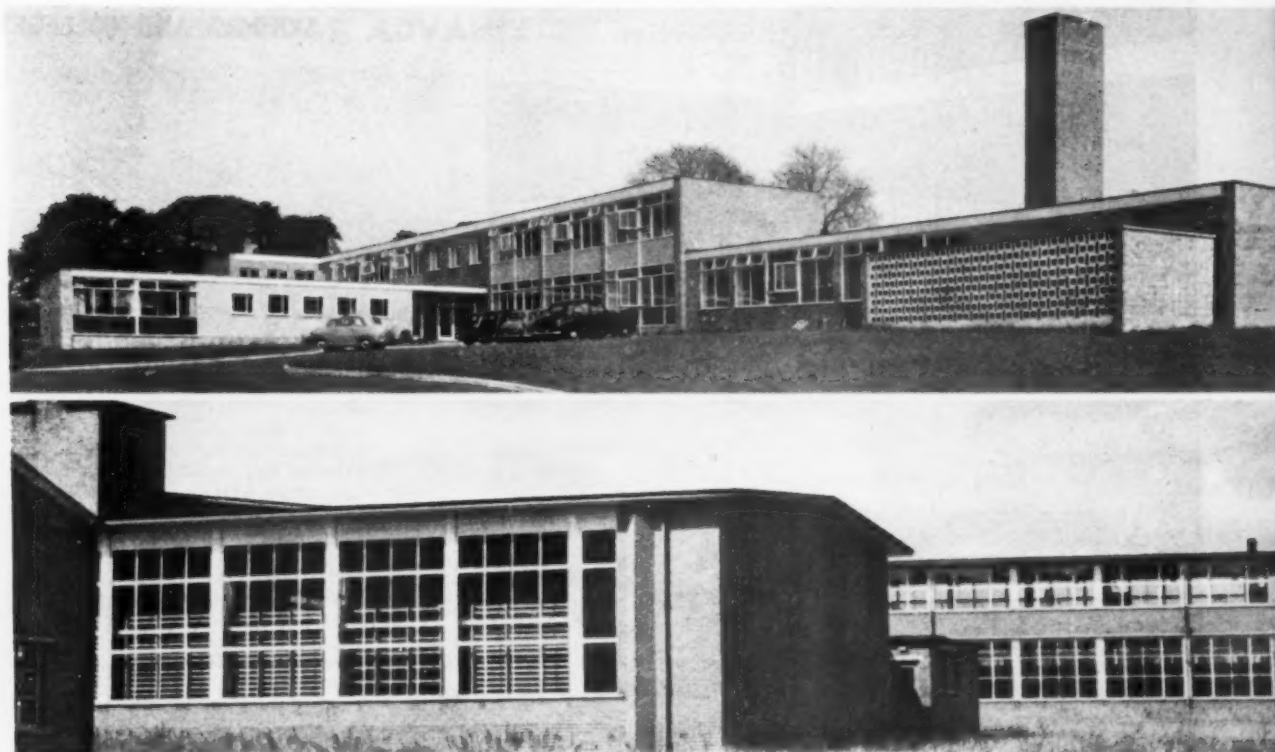


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62, 63

SCHOOLS AND COLLEGES

61. The King David High School, Manchester, for the Manchester Jews School. The first phase of this three-form entry secondary school was completed last year. Phase II is under construction at present, and will be completed this year. Architects: Taylor, Young & Partners. General

contractors: F. J. Gibson (Builder) Ltd. Cost: £104,000.

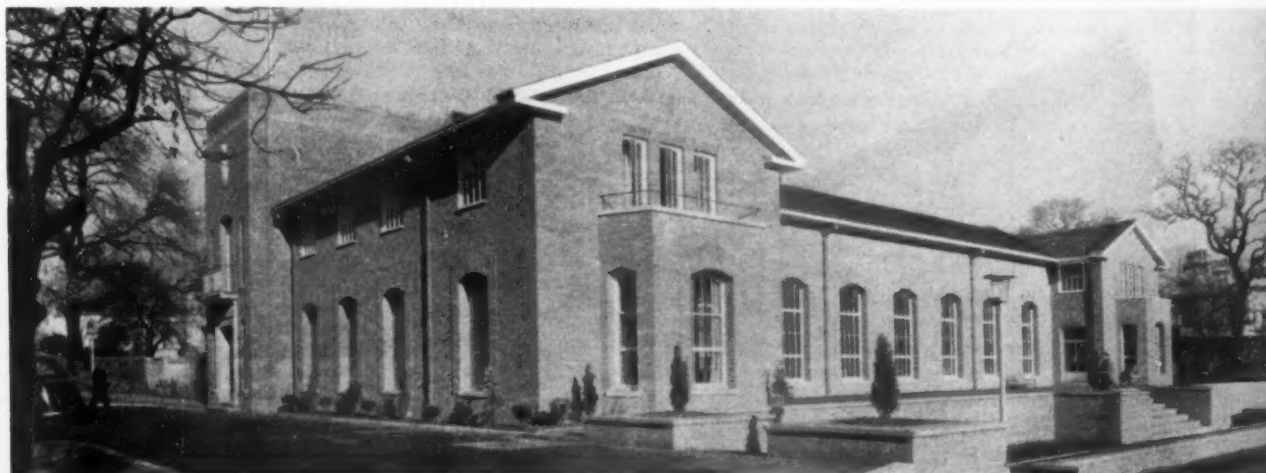
62. Clitheroe Girls' Grammar School, a two-form entry school, provides accommodation for 360 pupils. Planning consists of two parallel two-storey teaching blocks, with a combined assembly hall/gymnasium forming a centre link. Architect: G. Noel Hill, former Cheshire County Architect. General contractors: Clegg Bros. Ltd. Cost: £115,000.

63. Hathershaw Technical High School, Bellfield Avenue, Oldham. This is the first phase of a six-form entry comprehensive school for Oldham Education Committee. At

present, it is being used as a mixed three-form entry technical high school until the originally planned building is completed. Architects: F. Thorpe & Whyman. General contractors: H. Wimpenny & Sons Ltd. Approximate cost, not including playing fields: £175,000.

64. Additions to the University of Manchester. Woolton Hall is a hall of residence for 200 university undergraduates and consists of four residential blocks and a headquarters building. Architects: Thomas Worthington & Sons. General contractors: Robert Carlyle & Co. Ltd. Cost: £350,000.

64



SCHOOLS AND COLLEGES



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69



65. St. Gregory's Roman Catholic Secondary Modern School, Farnworth, proposed by the Salford Roman Catholic Diocesan and Trustees Registered, and built for the Lancashire County Council. A two-form entry mixed secondary school for 300 pupils. The site is in a mining subsidence area; the building is supported on R.C. beams in several sections with connecting subsidence joints. Architects: Greenhalgh & Williams. General contractors: Wm. Townson & Sons Ltd. Contract figure: £104,996.

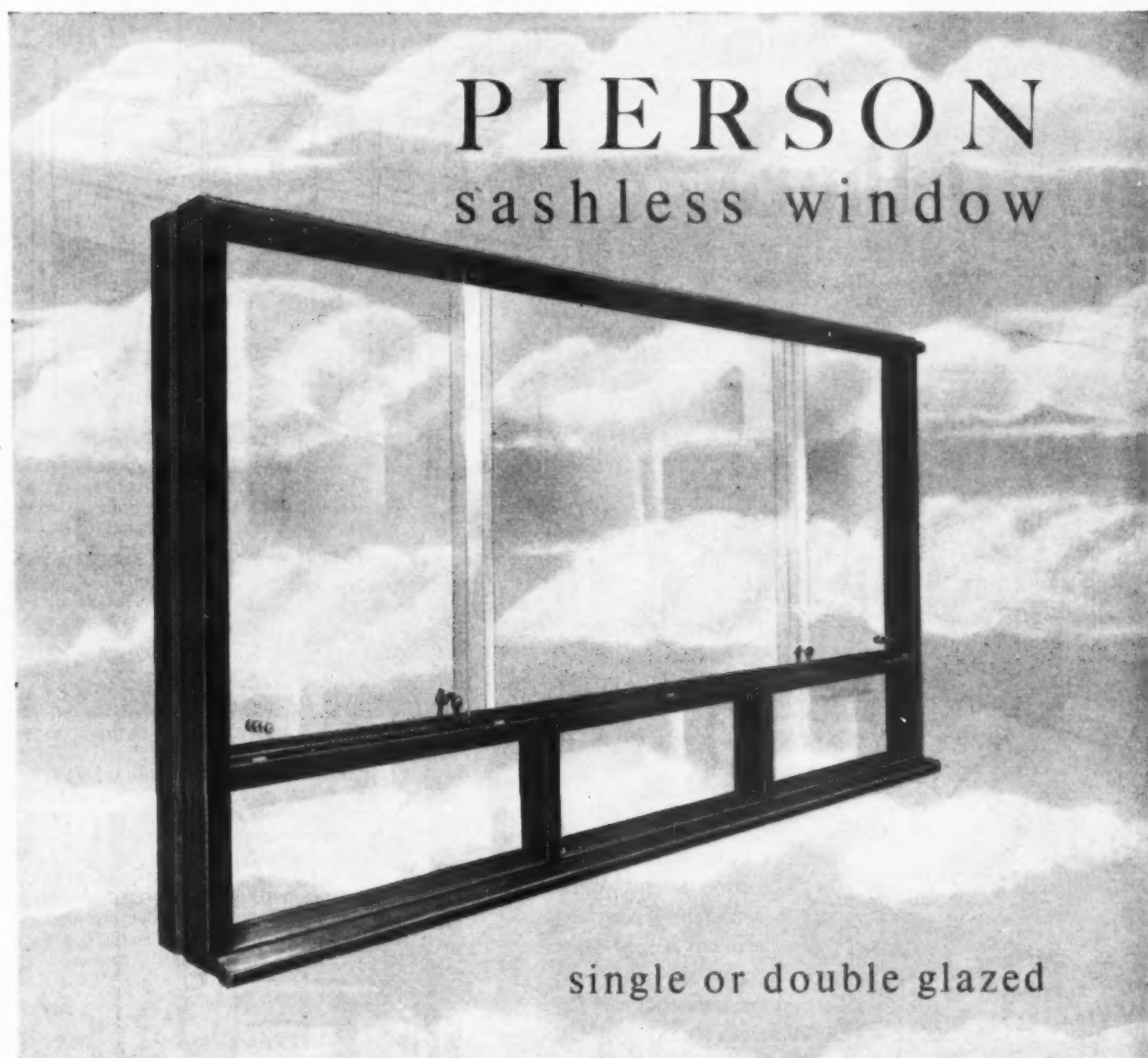
66. New extensions for Burnley Municipal College comprising workshops, laboratories, drawing offices, etc., for a building department. This is the first stage of a more extensive scheme of extensions and also includes a single-storey refectory block, at present isolated from the building department. The workshops are for plumbing, joinery and plastering. There is also a large brick erection shop capable of housing very large practice structures. Architects: Borough Surveyor's Department. Chief engineer and surveyor: A. G. Richardson. General contractors: Holland & Hannen and Cubitts (North West) Ltd. Cost: £114,000.

67. A classroom block, built to provide additional accommodation for St. Joseph's Boys' School at Nantwich, a Roman Catholic Home Office approved school. Accommodation consists of three classrooms, teachers' room, book store and lavatories. Architects: F. Tomkinson & Son. General contractors: Horace Bowman Ltd. Cost: £9,835.

68. Salford Grammar School for Salford Education Committee. A four-form entry school of brick cross wall construction and pre-cast concrete floors and roofs, with mosaic external infilling panels. Architects: Taylor, Young & Partners. General contractors: Unit Construction Co. Ltd. Cost: £220,000.

69. St. Francis Roman Catholic Secondary School, Gorton, designed by Greenhalgh and Williams, proposed by the Salford Roman Catholic Diocesan Trustees Registered, and built for the Manchester Education Committee. A two-form entry school accommodating 300 pupils and built in an industrial area within the grounds of a Franciscan Monastery. The main

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Telephone: Penarth 57255

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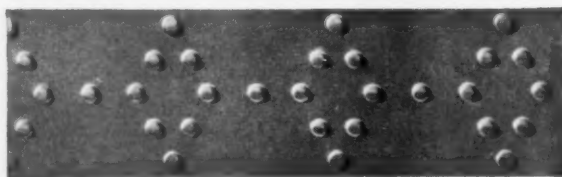
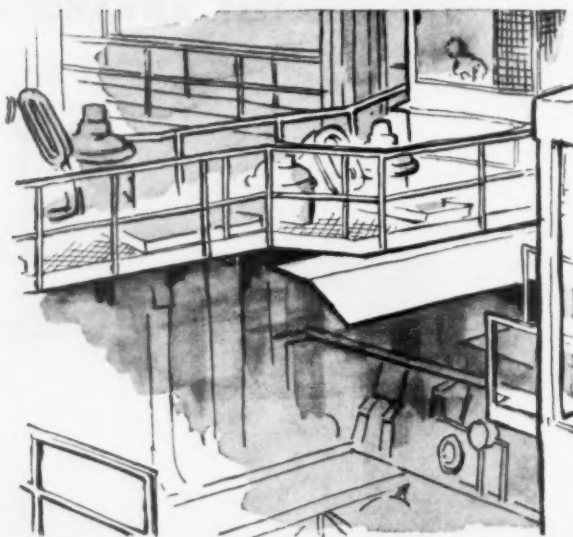
Telephone: Berwick 7443

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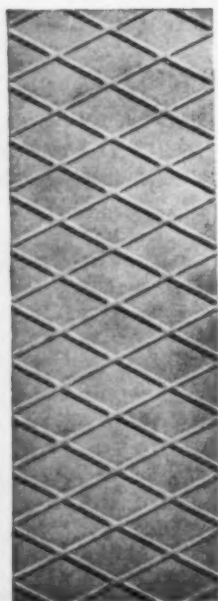
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Corrosion-resisting aluminium alloys

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WOODGATE WORKS · BIRMINGHAM 32

SCHOOLS AND COLLEGES

classroom wing, a four-storey block, is at right angles to the hall-gymnasium block. General contractors: Granville Hodkinson Ltd. Contract figure: £93,368.

70. Lecture room building for the Manchester College of Science and Technology. The project includes a lecture theatre seating 500, two theatres each seating 300, and six seating 140 persons. In addition, there are a number of classrooms, preparation rooms, library and common rooms. Natural lighting to the south-facing rooms in the tower is controlled by adjustable louvres which allow the intensity to be varied from full lighting to complete blackout. Architects: Cruickshank & Seward. General contractors: J. Jarvis & Sons Ltd. Cost: £600,000.

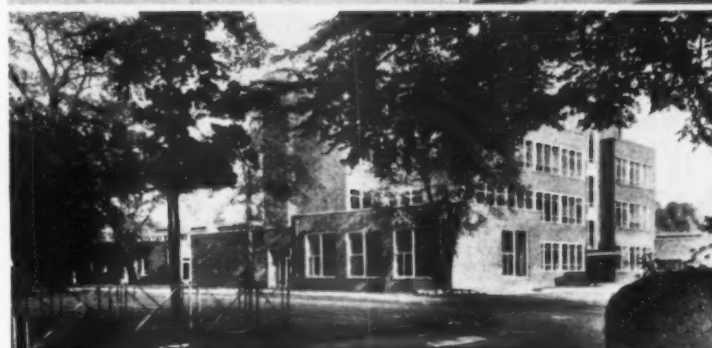
71. Didsbury teachers' training college for the Manchester Education Committee. This extension, within the grounds of the existing college, comprises a classroom block, assembly hall, dining room and gymnasium. The building has been designed for 320 students but with future extensions will eventually accommodate 450. Architects: Francis Jones & Son. General contractors: Peter Hodkinson Ltd. Cost: £150,000.

72. The Williamson Building for the University of Manchester. The building is used by the departments of mathematics and geology, each occupying three floors, and will be extended ultimately in accordance with the University's overall development plan prepared by Sir Hubert Worthington. One wing contains lifts and staircases, lavatories, common rooms and lecture theatre, and the other is the teaching wing with the laboratories, lecture rooms and staff rooms. Architects: Harry S. Fairhurst & Son. General contractors: J. Gerrard & Sons Ltd. Cost £360,000.

73. These library extensions to Manchester University had to conform with the original building which was built in 1937. There are three reading rooms and the book stacks are on a very large scale to allow for future extension. The building also contains a special department for microfilms, periodical room, map room, cataloguing room and a large conference room on the top floor. Architects: Thomas Worthington & Sons. General contractors: G. & W. Smith (Builders) Ltd. Cost: £3,000,000.



70



71



72

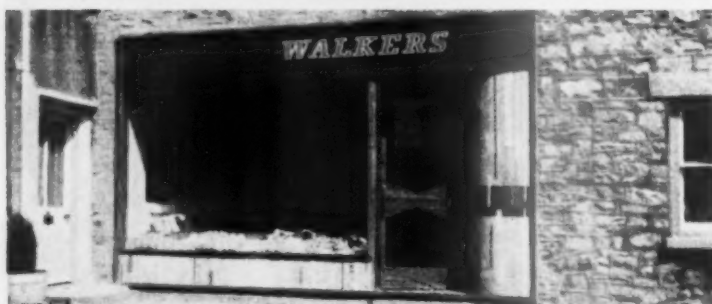


73

SHOPS AND STORES



74



75



76

77



74. This scheme comprises a store for Marks & Spencer Ltd. on the basement, ground and first floors, with a six-storey office tower above. Facing materials are exposed concrete, mosaic, and portland stone slabs. Double glazing is used in all office windows. Architects: Cruickshank & Seward. General contractors: H. Matthews & Son Ltd. Cost: £500,000.

75. This is a conversion of an old house into offices and a greengrocer's shop at Milnthorpe, Westmorland. The building is about 200 years old and is of local limestone. Joinery to the office entrance and shop front is of blue slate. The mosaic panels were designed and executed in the architect's office. Architect: E. Donald Haigh. General contractors: Hodgson, Nelson & Scott Ltd. Cost: £1,900.

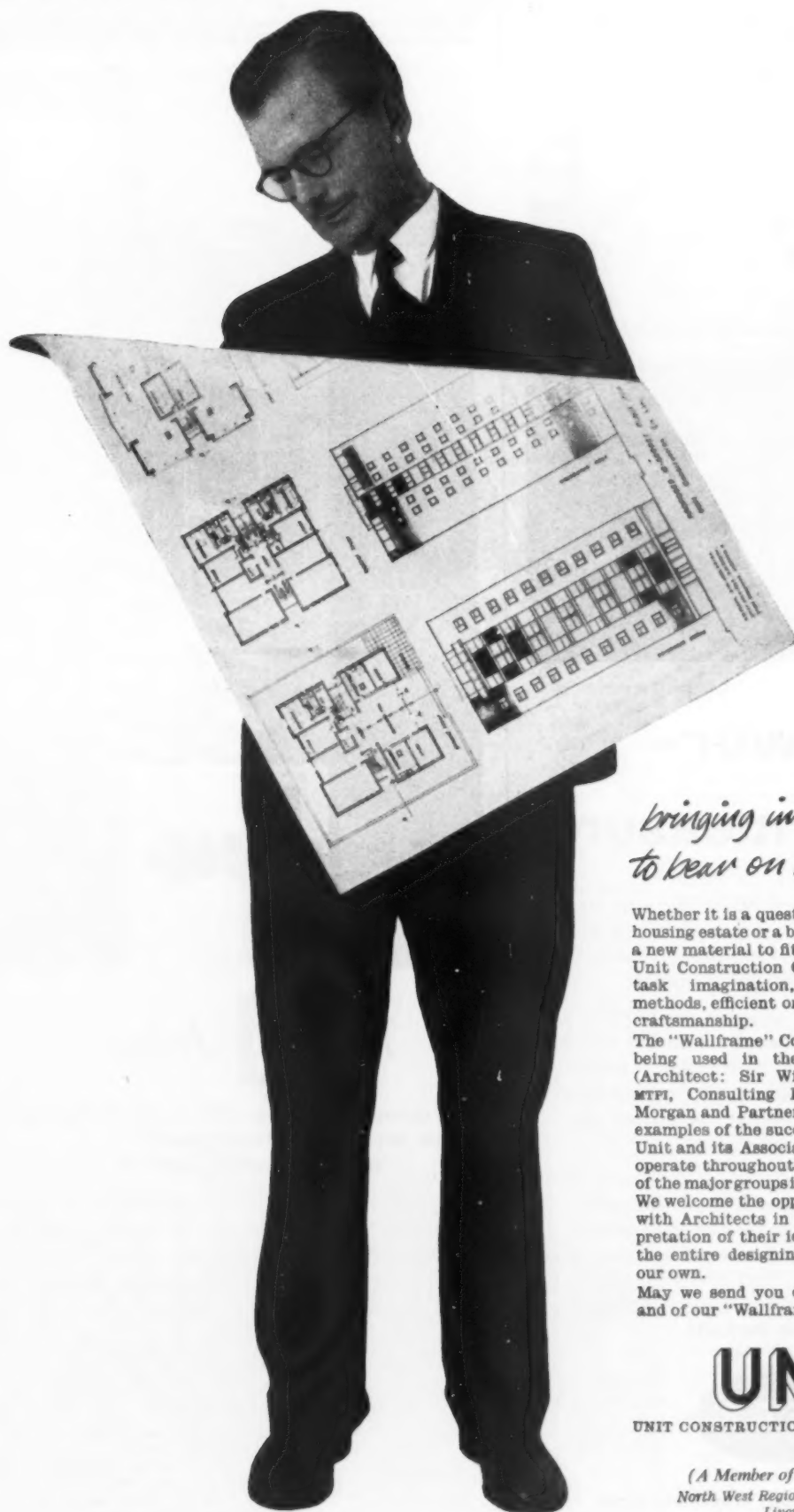
76. Steel and glass structure has been used for these motor showrooms at Lytham for W. & H. Williams Ltd. Architect: Tom Mellor. General contractors: J. Gregson & Son. Cost: £20,000.

77. Greengrocers, E. H. Booth & Co. Ltd., St. Annes-on-Sea. The shop has been given a new front and interior. The main external feature is a glass mosaic mural by Claude Harrison. Other external materials are black slate, white mineralite render and Breche Fantasia marble. Windows are bronze and aluminium. On the first floor there is a café, the window of which has a slate sub-frame. Doors and roof edge trim are stainless steel. Architect: J. K. Ingham of Grenfell Baines & Hargreaves. General contractors: Arnold Ingham & Son (Builders) Ltd. Cost: £7,000.

78. This contract for Aer Lingus at Manchester consisted of the complete interior reconstruction of an old building. The ground floor includes a public booking office, the upper floors general offices, and the basement, stores, toilets, boiler plant and staff retiring rooms. Architects: Cruickshank & Seward. General contractors: Thomas Scott & Co. Ltd. Cost: £25,000.

78





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to bear on building...*

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The Brandon Estate at Southwark, where FF Joints have been used to complete the plumbing installation for this 18-storey block of L.C.C. flats.



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**accepted by over 100 Local Authorities
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The FF Joint is a Federated Foundries product.

Please write direct to the Technical Advisory Department at any of the following suppliers, and order through your normal trade channels:

Thomas Allan & Sons Ltd., Thornaby-on-Tees.
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Cameron & Robertson Ltd., Kirkintilloch, Glasgow.
David King & Sons Ltd., Skipton, Yorks.
Walter Macfarlane & Co. Ltd., Glasgow, N.2.
Southern Foundries Ltd., Waddon, Croydon.

Industrial Notes

● Richard Costain Ltd. and William Press & Son Ltd. have jointly formed two companies known as Costain & Press (Overseas Services) Ltd. and Costain & Press (Overseas) Ltd., with registered offices at 111 Westminster Bridge Road, London, S.E.1. The new companies have been formed to undertake constructional projects, in all parts of the world, in which the civil engineering and building experience of Richard Costain can be allied to the mechanical engineering and pipeline constructional experience of William Press.

● Wilson Lovatt & Sons Ltd. show a net profit for 1959 of £111,772, compared with the loss of £186,556 which was sustained in 1958. A dividend of 10 per cent has been recommended on the 5s ordinary shares.

● The Cape Asbestos Co. Ltd. have declared a record net profit for 1959 of £944,068, compared with the 1958 result of £754,266. A final dividend of 15 per cent has been proposed, making a total distribution of 20 per cent for the year. In his statement to the shareholders, Mr. Giles Newton, the chairman, said that sales of Rocksil, Asbestolux, Uxbridge Flint Bricks and Marinite asbestos sheet had never been exceeded. Also the demand for Rocksil had been so great that another furnace was being built.

Twelve tons of fabricated steelwork being loaded onto a German wagon, at Clydebank, bound for Milan. This steelwork is being used in the construction of the English School at the Milan Triennale Architectural Exhibition



● Tests carried out by Cellon Ltd. are stated to prove that timber treated with Protim wood preservatives can be painted with Cerrux non-flam finish, without any adverse effect upon the paint.

● N. G. Mitchell Ltd. of River Place, City Road, Manchester 15, an associate company of Fred Mitchell & Son Ltd., now undertake all industrial building projects.

● Coburn Engineers Ltd. have increased the prices of their complete range of sliding door gear by 5 per cent.

● Magnet Joinery Ltd. anticipate showing a substantial increase in profits for the year ended February 29, 1960. The directors are to propose an ordinary dividend of 30 per cent, less tax, and also to make an additional rights issue in ordinary stock.

● Lord Verulam is to become President of the Association of Supervising Electrical Engineers next October, in succession to Sir Josiah Eccles, C.B.E.

● Thomas Locker (Holdings) Ltd. show a group net profit for the year ended March 31, 1960 of £187,890, compared with the previous year's result of £186,349. A final dividend of 9½ per cent has been proposed,

making a total distribution for the year of 17 per cent.

● C. C. Wakefield & Co. Ltd. have changed the name of De-Corrosion Services (Norwest), their recently acquired subsidiary, to Metal Cleaning Ltd.

● Beck & Pollitzer Ltd. show a group net profit for 1959 of £170,436, compared with the previous year's result of £169,155. A final dividend of 17 per cent has been proposed.

● William Mallinson & Sons Ltd. show a group net profit for 1959 of £116,348, compared with the previous year's result of £107,508. A dividend of 15 per cent has been proposed.

● Berry Wiggins & Co. Ltd. show a group net profit for 1959 of £228,615, compared with the 1958 result of £147,207. A dividend of 16½ per cent has been proposed.

● Norris Warming (Holdings) Ltd. show a group net profit for 1959 of £50,294, compared with the previous year's result of £97,493. The dividend is being maintained at 2-4d per 1s share.

● Peachey Property Corporation are proposing to continue their policy of expansion by increasing the authorized capital of the parent company from £2½ million to £3¼ million.

● Mr. C. J. George has been appointed deputy commercial and development adviser to the Electricity Council, in succession to Mr. R. Y. Sanders.

● Mr. W. G. M. Price, director and secretary of the Linoleum Manufacturing Company, has been appointed deputy managing director. Mr. D. M. Sleep has been elected to the board and Messrs. E. H. Crane and T. Thirley have been appointed directors of Runnymede Rubber Company Ltd., a subsidiary company.

● Ransomes Sims & Jefferies Ltd. show a group trading balance for 1959 of £870,810, compared with the 1958 figure of £624,477. An ordinary dividend of 7½ per cent has been declared.

● British Insulated Callender's Cables Co. Ltd. show a group net profit for 1959 of £4,231,569, compared with the previous year's result of £3,292,989. A dividend of 13½ per cent is to be paid.

● The United Flexible Metallic Tubing Company Ltd. show a net profit for 1959 of £227,759, compared with the previous year's result of £232,196. A final dividend of 22½ per cent, less tax, is to be paid, making a total distribution of 35 per cent for the year.

● The Sturtevant Engineering Co. Ltd., despite lower profits for this year, are maintaining their final dividend at 12 per cent, making a total distribution of 15 per cent, free of tax, for the year.

NEW PRODUCTS

In this feature are reviewed new lines introduced to the building industry for the first time and additions or improvements to existing ones. Any advantages claimed for a product are from information supplied by the manufacturer

New Invalid Bath

The Vogue De Luxe is a bath for invalids or young children. It is shallower than normal and has a low side with a specially designed anti-splash roll on the inside of the drop front. The width of the roll is larger than normal so as to provide a comfortable seat. There is a chromium-plated hand rail, adjustable to any of three positions, for providing support to the bather when getting in or out of the bath. It is available in white, blue, ivory, primrose and two shades each of green and pink. Price (in white without panel) approximately £50.

Allied Ironfounders Ltd., 28 Brook Street, London, W.1.

Readers' Information Service, Ref. A. Date 15/6/60.

★

Waterstop for Concrete Structures

A patented split rubber waterstop is now available for allowing considerable movement at the joints and at the same time preventing water seepage where water pressure exists in concrete structures. Half the width of the waterstop is divided so that it may be fastened to the inside of the bulkhead in order to form a "T".

This does away with the necessity of slotting and splitting the shuttering. After the section has been formed and the concrete sets up, the shuttering is stripped and the two split pieces are stapled together ready for casting into the new concrete, forming the second half of the seal. These waterstops have been extensively used in America where they have been exposed to rigorous climatic conditions with, it is claimed, unflinching success.

Tretol, Serviced Ltd., 2 Caxton Street, Victoria, London, S.W.1. Abbey 1024.

Readers' Information Service, Ref. B. Date 15/6/60.

★

New Rayburn Fireplace (C)

The Rayburn Viking is a continuous burning open fire with a sunken ashpit and under-floor air supply for combustion, giving heat by radiation and by convection. Heating is further assisted by a heat exchange effect provided by the unusual looking canopy. Air changes in the room are reduced by a throat restrictor in the canopy. The appliance is said to ensure full heating for a room of 2,250 cu ft. It is suitable for burning smokeless or bituminous fuels and in



C

addition will burn overnight without attention. The ashpan needs only to be emptied once or twice a week. The steel canopy to the Viking is 6ft tall and is copper covered (or stainless steel) on the front face and everything below the bottom grate is hidden under the floor level. The fire opening is 16in wide by 18in high and fuel capacity is 0.5 cu ft. The ashpan is of M.S. with C.I. alisheen black cover-strip to the fire front; firebox sides and canopy sides are in matt black finish and fire cheeks are trimmed with stainless steel. Recommended fuels: gas coke, dry steam coal, household coal and manufactured fuels such as Coalite and Rexco. Price: £97 7s 6d (excluding hearth).

Allied Ironfounders Ltd., 28 Brook Street, London, W.1.

Readers' Information Service, Ref. C. Date 15/6/60.

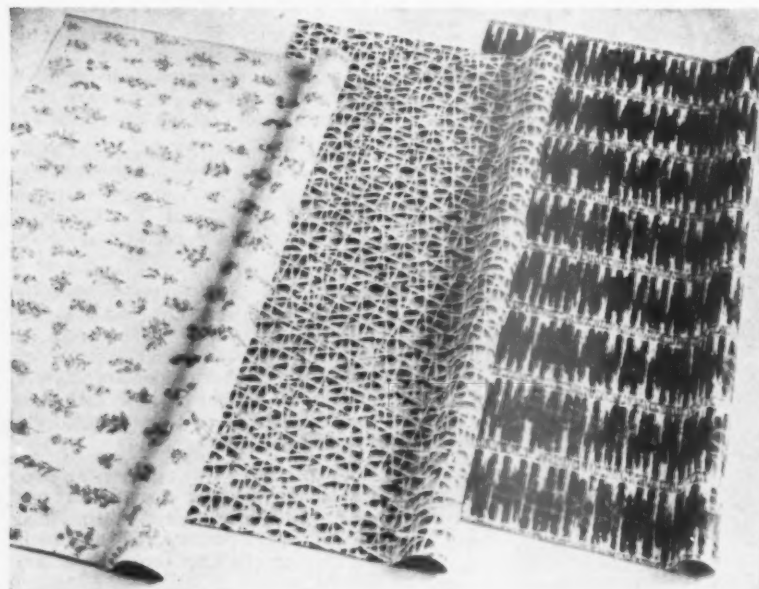
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Vinyl Wall Covering (D)

Muralionide is a vinyl-coated fabric produced in patterns specially designed as wall coverings. It is a development of Lionide vinyl leathercloth and has a tough abrasion resisting coating. The backing is of woven fabric which provides extra strength and facilitates application. The surface is stated to be non-absorbent and will wipe clean. Colours are fused in under high temperature and are resistant to fading and washing. In addition Muralionide is claimed to be mouldproof. A special Muralionide mould inhibited adhesive is available. Muralionide has a matt finish and is produced in 10 plain, BS 2600 colours as well as in decorative designs. It is supplied in rolls of 12 or 30yd long by 50in wide. Patterns illustrated are left to right, Arcady, Palisade and Trellis.

Jas. Williamson & Son Ltd., Lancaster. Lancaster 5222.

Readers' Information Service, Ref. D. Date 15/6/60.



D

GLASS in PATENT GLAZING

the most **efficient**, the most
durable and generally, the
most **economical** method of
natural lighting for industrial
and operational buildings



CONSULT THE PATENT GLAZING SPECIALIST

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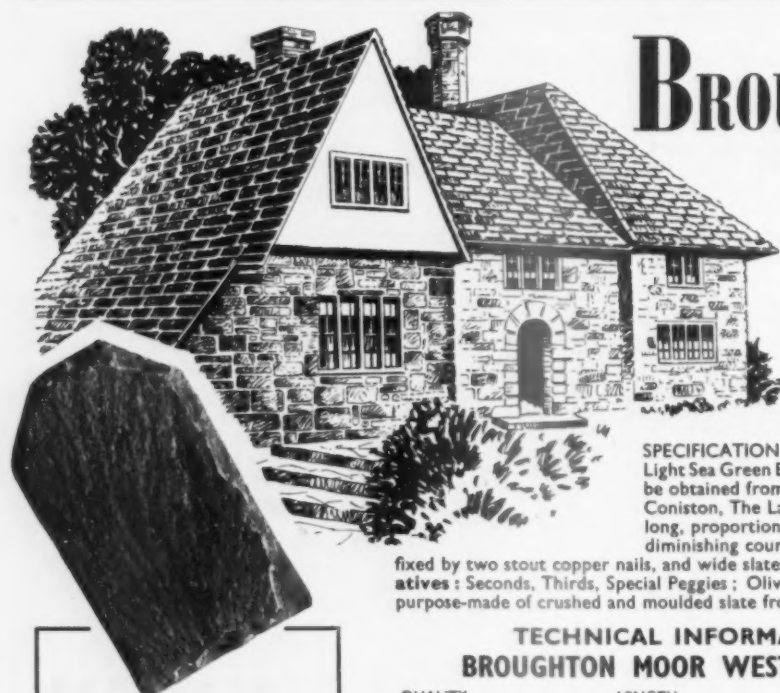
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BROUGHTON MOOR SLATES & STONE

are Nature's own supreme protection for the home of man against the vagaries of time and weather. Quarried from the ruggedly beautiful Westmorland Mountains near Coniston—the land that Ruskin knew and immortalised—these famous slates and stone are renowned for their extreme durability and the colourful picturesqueness of their Light Sea Green, Olive Green and Mixed hues.

SPECIFICATION. The roof to be covered with Broughton Moor Light Sea Green Best Quality (coarse grained) Westmorland Slates, to be obtained from the Broughton Moor Green Slate Quarries, Ltd., Coniston, The Lake District, Lancs., in random sizes about 18" to 9" long, proportionate and random widths, laid to a 3" lap in regularly diminishing courses from eaves to ridge. Each slate to be securely fixed by two stout copper nails, and wide slates are to be used on the hips and verges. **Alternatives:** Seconds, Thirds, Special Peggies; Olive Green and Mixed Shades. **Ridging:** "Bromoor" purpose-made of crushed and moulded slate from the same veins is recommended.

TECHNICAL INFORMATION CONCERNING BROUGHTON MOOR WESTMORLAND GREEN SLATES

QUALITY	LENGTH (Random widths)	COMPUTED COVER in sq. yds. per ton (3" lap)	APPROX. WEIGHT Per square (3" lap)—cwt.
BESTS	from 18" to 9"	24	9
SECONDS	from 18" to 9"	20	10½
THIRDS	from 18" to 12"	18	12
SPECIAL PEGGIES	from 15" to 7"	22	9½
SECOND PEGGIES	from 10" to 7"	20	11

Samples and prices gladly sent. Immediate Delivery.

BROUGHTON MOOR LIGHT SEA GREEN AND OLIVE GREEN STONE remains sound for centuries and is eminently suitable for external and internal Facings, Foundation Stones, Paving and Flooring, Steps, Cills, Shop Fronts, Surrounds, Pilasters, Fireplaces and all architectural work.

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1. Floorings. 2. Facings. 3. Coping.
4. Cills. 5. Riven Face Slabs.

THE BROUGHTON MOOR GREEN SLATE QUARRIES

Coniston, Lancashire

LTD.

Telephone: Coniston 225/6

Telegrams: Cann, Coniston

NEW PRODUCTS (continued)

Low-cost Interlay

A new low-cost interlay is now available which eliminates sympathetic cracking when an asphalt carpet is laid over joints or cracks in a concrete base. This is a combination of Rigidflex aluminium foil and Lubrithene/A. Lubrithene/A is a tough, stable, flexible plastic film, manufactured in tubular form, and it is used to sheath a strip of Rigidflex, the result being a bridging member for separating the asphalt from the concrete without adhering to it. It is claimed that Lubrithene/A will not adhere to or be softened by hot asphalt, since its softening point is in excess of 400 deg F. It is also stated to be non-ageing, resistant to most organic solvents and dilute alkalis and will retain its flexibility under all climatic conditions, in addition to providing an effective water barrier. When laying new surfaces, all cracks and joints in concrete base should first be levelled with cold asphalt or a similar material and Rigidflex with Lubrithene/A should then be placed over the cracks and joints to a distance of 50ft ahead of the spreader and the bridging members then fixed to the concrete with rivets driven from a cartridge gun through each corner of the leading edge. The asphalt should then be laid in the usual way and consolidated by rolling. With old surfaces the asphalt should first be removed to a distance of about 6in on either side of the main line of the fault, exposing the concrete base and the joint or crack. Asperities should then be levelled off with cold asphalt or a similar material to give the bridging member a flat seating. The sides of the open trench should be painted with bitumen and

the bridging member laid with the aluminium placed centrally over the joint or crack in the concrete. Normal reinstatement should then take place. Rigidflex with Lubrithene/A is obtainable in 5ft and 6ft lengths and comprises a Rigidflex strip 7in wide sheathed in a 9/16in to 10in wide seamless tube of Lubrithene/A.

Sparkes Brothers Ltd., Spring Road, Feltham, Middx. Feltham 2622.
Readers' Information Service,
Ref. E. Date 15/6/60.

★

Aluminium Awnings (F)

This company has introduced fixed and retractable awnings made from pre-painted aluminium strip. They are for external use and are specially treated to resist corrosion and weathering. They are suitable for installation in domestic, industrial and business premises. An interesting alternative use of the basic painted strip is as a sun louvre or fixed awning for providing shade from direct sunlight inside commercial and industrial buildings. It can also be used as fascia, wall cladding, walkway covers, room partitioning and for decorative purposes. Available colours are:—white, yellow, sapphire blue, cascade blue, foam green, emerald green, red, grey, black, ivory and natural.

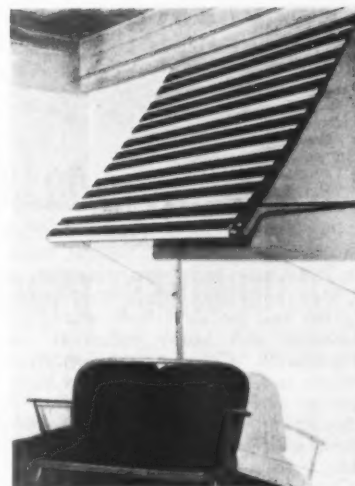
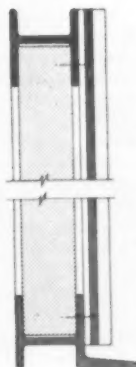
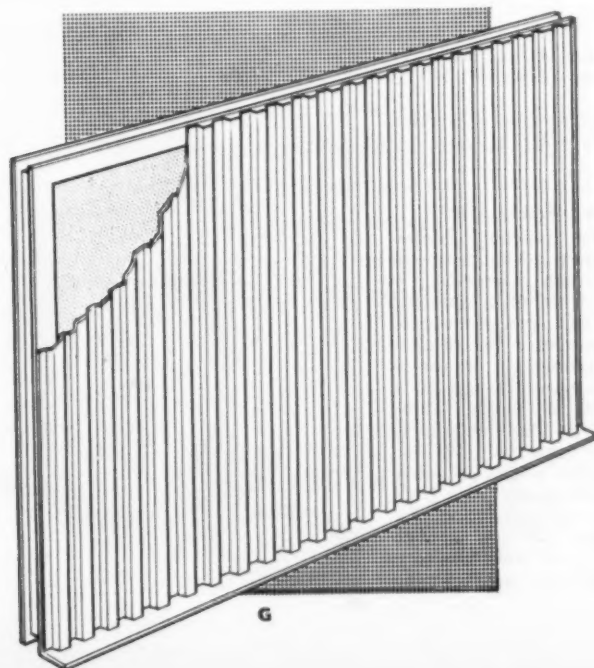
Luxaflex Ltd., 33 Sloane Street, London, W.1. Belgravia 6275.

Readers' Information Service,
Ref. F. Date 15/6/60.

★

Prefabricated Infill Panels (G)

Stenmar prefabricated aluminium infill panels for curtain walling are made to suit architects' requirements. Panels consist of a framework of specially extruded aluminium channelled for drainage of rain, thereby



eliminating the need to rely solely on various jointing materials to maintain a weatherproof seal to the frame. Ventilation of the aluminium panels is by means of troughs on the reverse side which prevent internal condensation. There is a space at the bottom of the panels and the short projecting member of the frame which is holed for screw fixing to the cill member of the curtain wall frame. A thickness of 1/4in polystyrene insulation is claimed to provide a U value of 0.19 but other insulation materials can be incorporated if required, and panels may alternatively be obtained without insulating material when other insulating material has been provided in the structure. Internal linings are optional and suitable materials include aluminium, P.V.C., laminated plastic and hardboard. The panels weigh approximately 1.3lb per sq ft excluding internal lining of sheet aluminium.

Exterior finish: anodised, cellulosed or plain aluminium.

Marsland & Co. Ltd., Stenmar Works, Conington Road, London, S.E.13. Lee 7924.

Readers' Information Service,
Ref. G. Date 15/6/60.

★

Door Viewer

The Private Eye is a brass cylindrical tube containing periscopic precision ground optical glass lenses and when fitted to doors will give a head-to-toe and side-to-side view of persons on the outer side. It is in two parts, one containing the lenses which screws into an outer cylindrical casing. It will fit all doors from 1 1/4in to 2 1/4in thick and needs only a 1/4in hole for fitting. Another advantage is that the person on the outside cannot look in. Price: £1. Another viewer is available with 1/2in dia for doors up to 1 1/4in in thickness. Price: 30s.

A. K. Trading Co., Dept. 41, 9 and 10 Foster Lane Cheapside, E.C.2.

Readers' Information Service,
Ref. H. Date 15/6/60.

NEW PRODUCTS (continued)

Phenco Flooring Improved

Phenco continuous P.V.C. flooring has been improved in several ways. Its thickness has been retained at 3/32in and two other thicknesses, 1/16in and 1/8in have been added for domestic and heavy industrial use respectively. Colours remain much as before and the flooring is now resistant to acids, alkalis and hot fats, is abrasion resistant and has a new closer surface, which is easier to clean than before and has a better general appearance. New Phenco is also claimed to be easier to weld and is non-slip. Prices have been reduced to a level comparable with rubber, linoleum and the higher grade plastic floor coverings.

The Phoenix Rubber Co. Ltd., 91 Bishopsgate, London, E.C.2. London Wall 1622.

Readers' Information Service, Ref. I. Date 15/6/60.

★

Cartridge Hammer Tool

The Rapid Minor breech loading cartridge hammer is suitable for the full range of 1/4in Rapid accessories. It incorporates a rotating 4in dia pressed steel safety skirt and has a simple rotating and ejecting procedure. The tool should be operated at right angles to the material and unless it is held squarely within 5 degrees to the material it cannot be fired. An extension barrel can be used to provide extra penetration or for fixing thick timber with nail type bolts over 3 1/2in in length. Location channels can be supplied to provide accurate location of fixings in sections up to a maximum of 6in wide and 3in deep, down to a minimum of 1/4in wide. Price £19 15s.

Explosive Power Tools Ltd., Hope Street, Dukinfield, Cheshire. Ashton-under-Lyne 3904.

Readers' Information Service, Ref. J. Date 15/6/60.

★

Decorators' Hand Tools

From Germany come two new labour-saving hand tools for decorators. The first is the Pajafix scraper, consisting of a spring holder in which a 6in interchangeable blade is held. There is a snap-in device so that the blades can be fixed to give two different flexibilities. The tool should be held between fingers and thumb and can be used either for paint scraping or wallpaper stripping. It is claimed that scoring is eliminated. The other tool, the Prestoplan, likewise uses steel blades and is made in widths of 8in, 12in and 20in. It is claimed that in

tests a 20in Prestoplan enabled a door to be scraped and ready for sanding in two minutes. It is also suitable for wallpaper stripping, for scraping and resurfacing floors and cleaning off large timber surfaces. Toothed blades are available for floorlaying, coating cement, mastic, etc. Prices: Pajafix—18s 6d (spare blades, 6s each); Prestoplan—8in £1 10s (spare blades, 6s 6d each; toothed blades, 8s); 12in £1 15s 6d (spare blades, 9s 6d each; toothed blades, 11s 6d); 20in £2 15s (spare blades, 15s each; toothed blades, 18s 6d).

E. Cockram, 10a Buckingham Road, Shoreham-by-Sea, Sussex. Shoreham-by-Sea 3957

Readers' Information Service, Ref. K. Date 15/6/60.

★

New Handy Angle Products (L)

The latest addition to the Handy Angle range of products is an all nylon Flowwheel for the construction of Flowwheel conveyor systems with Handy Angle sections and flat strip. The wheel is self lubricating and completely immune to corrosion. It is hard wearing and needs less pressure to turn, so that conveyor systems using the wheels need less gravity drop than when employing metal wheels. Other Handy Angle additions include a shelf adjuster clip for raising or lowering shelves to any height within the framework; a gravity roller fixing bracket; a bolt cap for preventing the snagging of goods or damage to hands on exposed bolt ends; and a Weld-mesh clip for use with industrial partitioning. Illustration shows Flowwheel conveyor constructed with Handy Angle Flowwheel system, mounted on 1 1/4in angle sections and slotted strip. Prices: Flowwheel (with brass bearing and metal shaft), 18s per doz; Shelf adjuster clip, 4s per doz; Gravity roller fixing bracket, 4s per doz; Bolt cap, 6s per 100; Weld-mesh clip, 2s per doz.

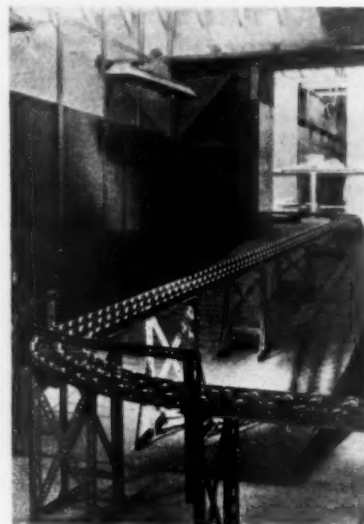
Handy Angle Ltd., Grand Buildings, Trafalgar Square, London, W.C.2. Trafalgar 4061.

Readers' Information Service, Ref. L. Date 15/6/60.

★

New Spraying Unit (M)

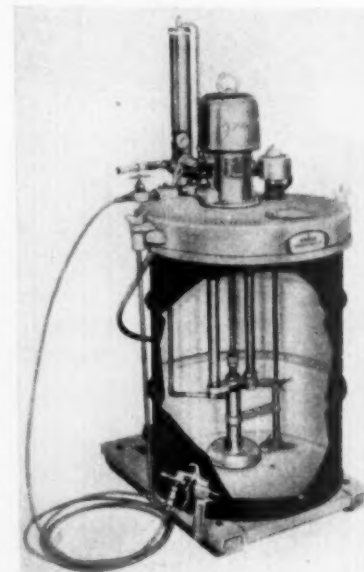
Model 226/066 Stationary Hydra-Spray is the latest addition to the Graco range of such equipment. It operates directly from 44gal open top shipping drums and is skid mounted for ease of movement. The reciprocating double acting air motor is coupled by a connecting rod to a reciprocating double acting pump which multiplies the fluid pressure to 20 times the air pressure admitted to the motor. This produces hydrostatic pressures which can range from 1,000 to 3,000lb per sq in and, for example, with an incoming air line pressure of 90 p.s.i., the pump develops 1,800 p.s.i. Thus the paint coming



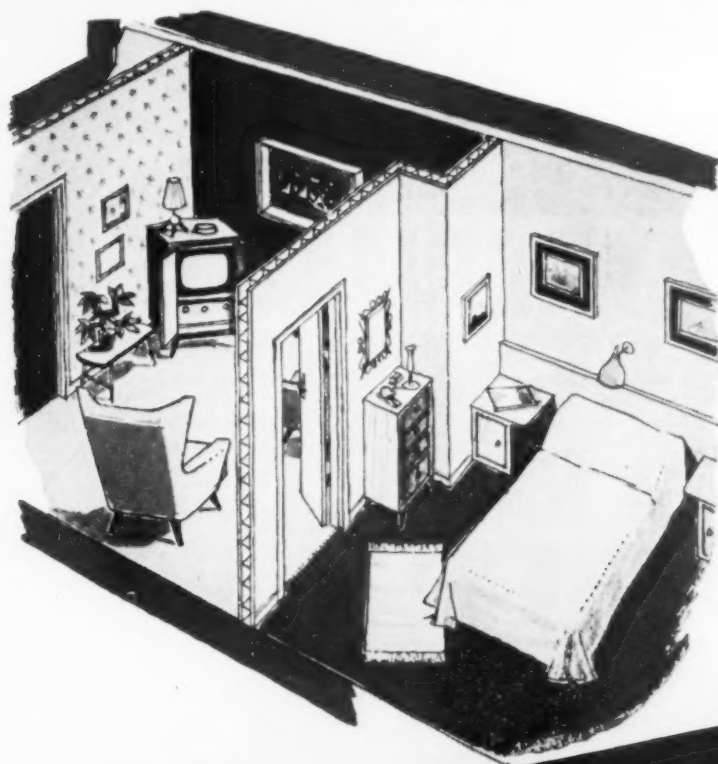
through the nozzle is finely atomized and travels at high speed to the work target. It is claimed that there is no rebound of paint from the sprayed surface and thus no overspray. Paint saving over conventional methods is stated to be about three gallons out of every ten. The pump, together with air-operated paint agitator and air inlet pressure reducing valve, is mounted on the drum head assembly and held by two cover hold-down rods. It fits snugly over the paint drum, thus ensuring the exclusion of dirt. There is an inspection port built into the cover. The unit, as illustrated, includes elevator lift control, cover hold-down rods, hardwood skids, 15ft 1/2in i.d. air supply hose, 20ft 1/2in i.d. Teflon high pressure fluid hose and Hydra-Spray gun. Price: £587 10s.

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M



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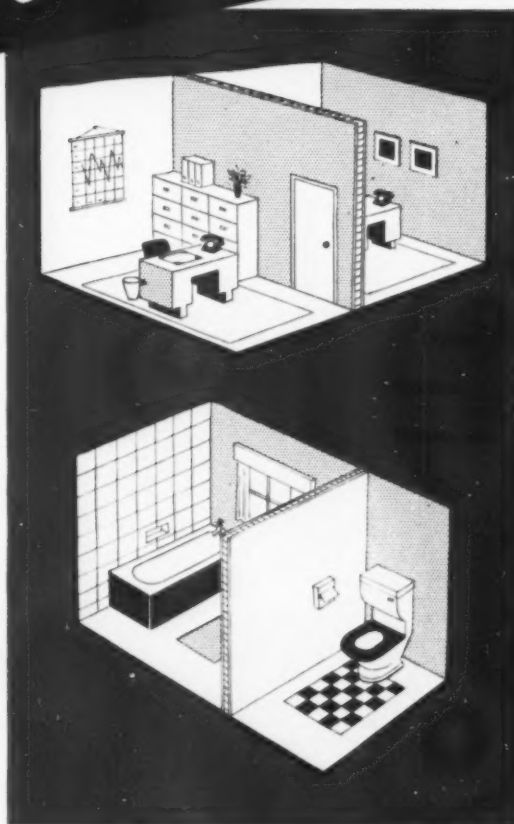
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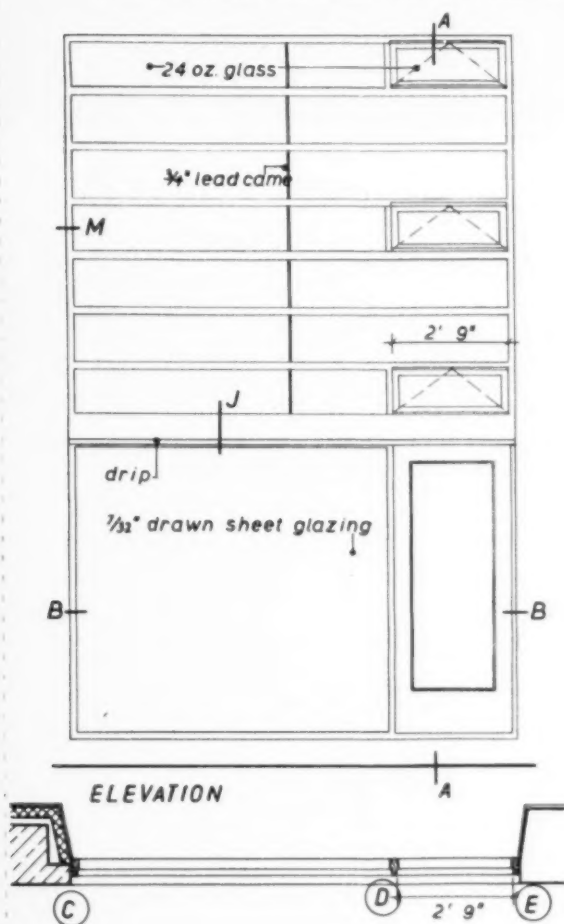


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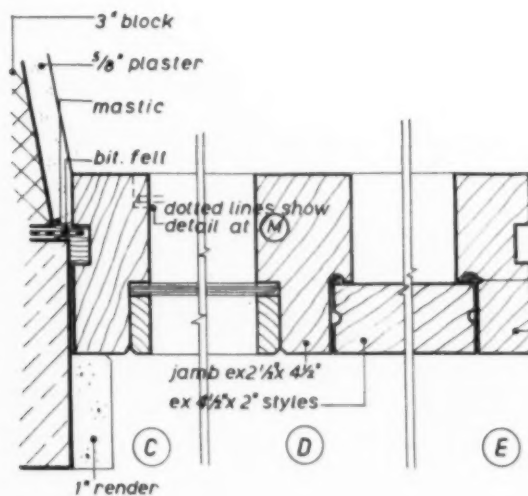
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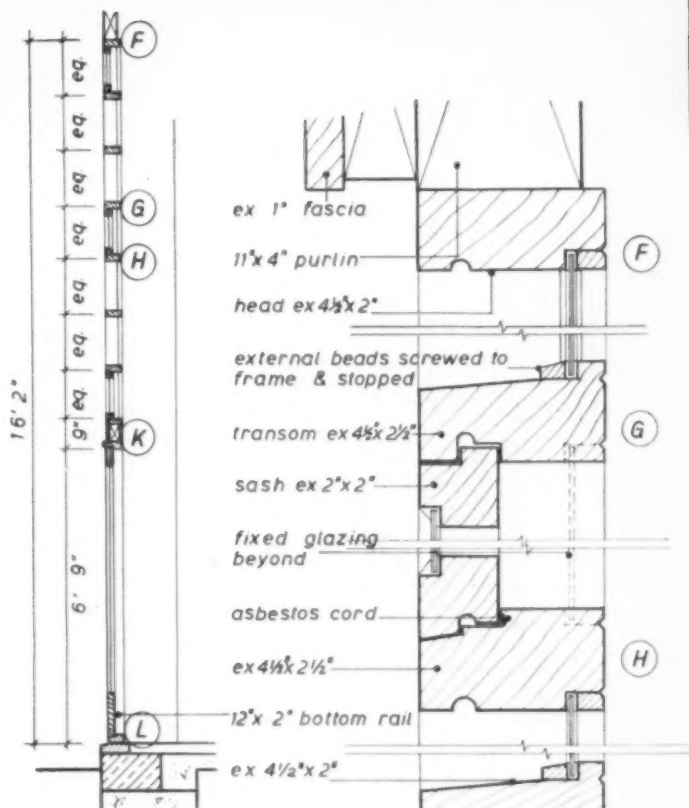
PLAN ON B-B

1/4"-1' 0"



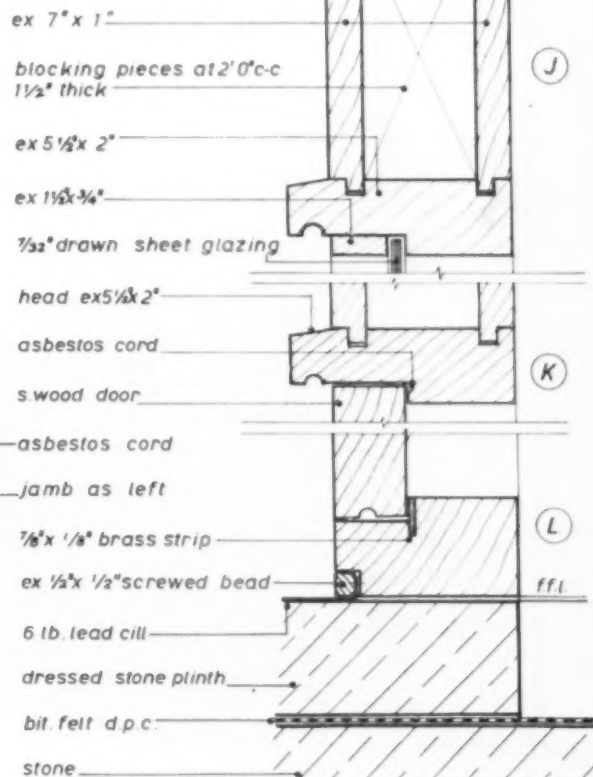
PLAN DETAILS

1/4 F.S.



SECTION A-A

1/4"-1' 0"



DETAILED SECTION

1/4 F.S.

WINDOW, WAITING ROOM,
HOSPITAL, ALDERNEY

This detail illustrates the window to the entrance hall and out-patients' waiting space at the Mignot Memorial Hospital, Alderney. All the woodwork is painted white as is the plaster. External walls are of local stone and the roof is of slate.
Architects: Richard Llewelyn Davies and John Weeks of the Nuffield Foundation Division of Architectural Studies



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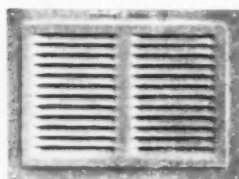
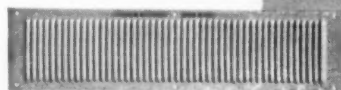
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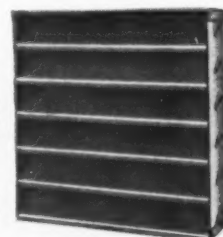


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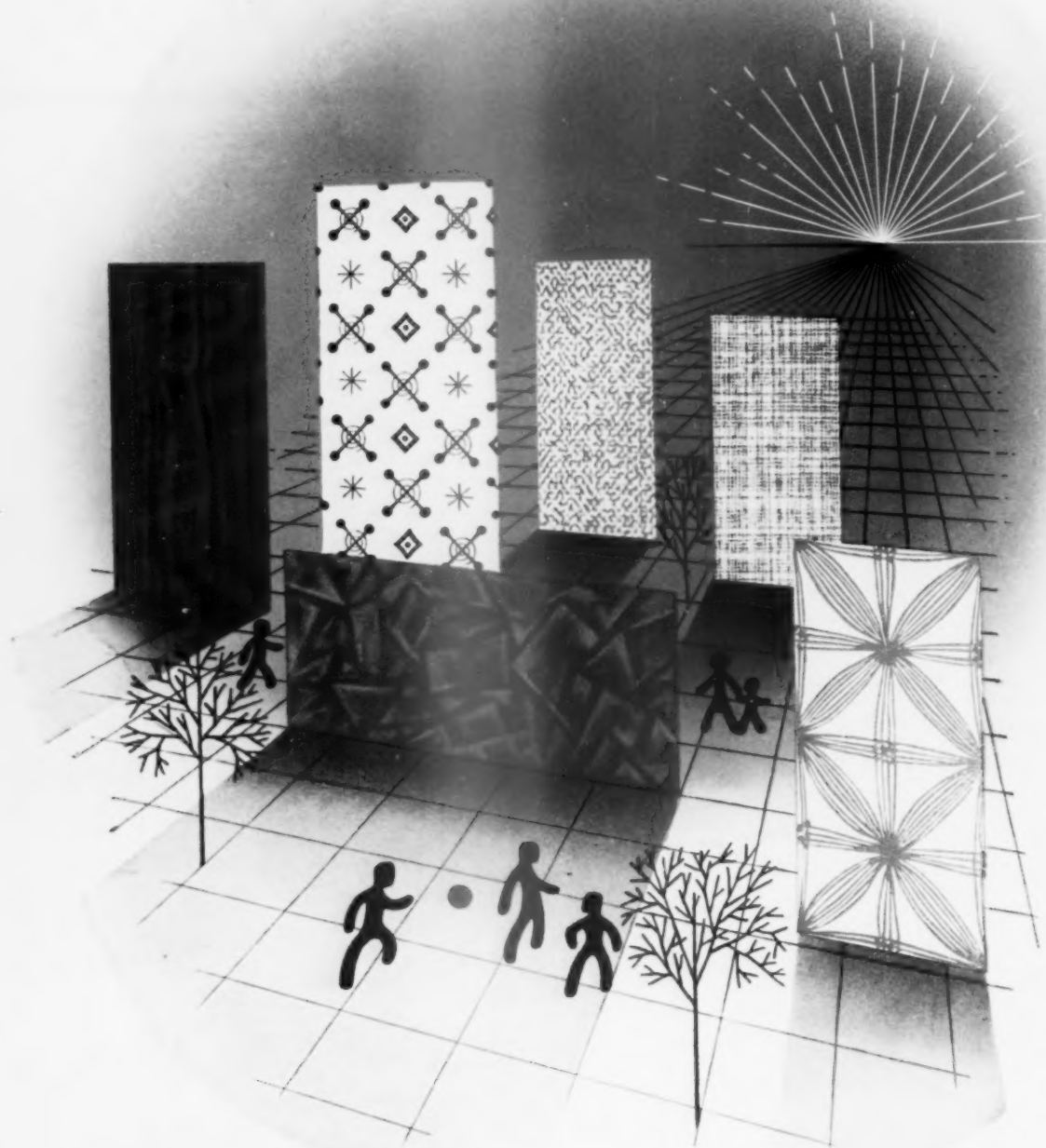
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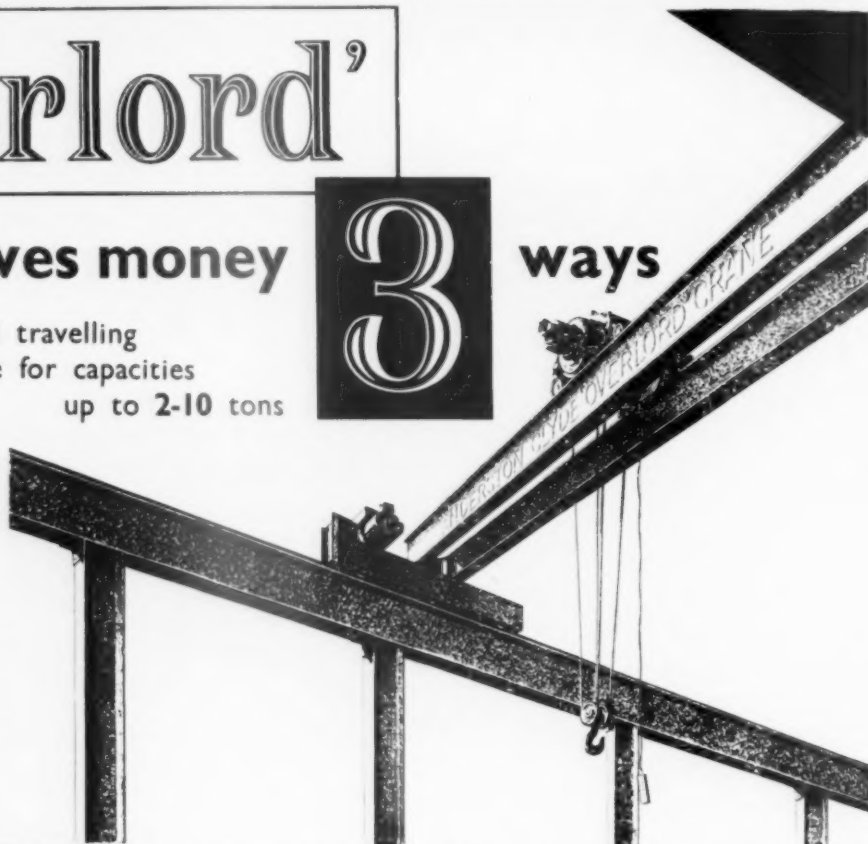
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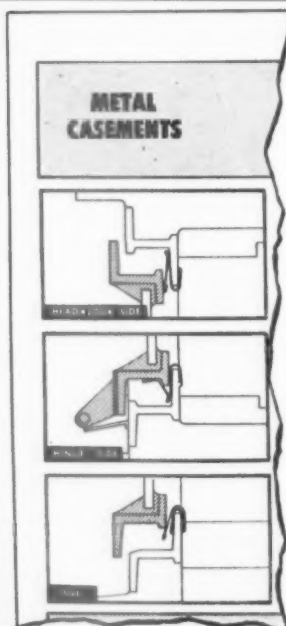
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Contract**News****WORK IN PROSPECT**

Belfast. Presbyterian student centre at College Park. Estimated cost £40,000. Architect: Robert McKinstry, 58 Rugby Road, Belfast.

Bournemouth Corporation. Arrangements are being made for heating and ventilating services at the Pavilion. Selective tenders are to be invited.

The Minister of Housing and Local Government has approved the council's scheme to extend the crematorium. The borough architect is to invite tenders.

The health committee has approved in principle a plan submitted by the borough architect for a hostel for women and children in Duck Lane. Estimated cost £82,000.

The parks committee has approved a proposal for an indoor bowls centre at Meyrick Park.

Carrickfergus, Co. Antrim. Extensions to Woodburn primary school, for Antrim County education committee. Apply McCarthy & Lilburn, Scottish Provident Buildings, Belfast.

Coleraine, Co. Londonderry. The harbour board is to prepare plans for the reconstruction of part of the northern end of the 1912-13 wharf. Estimated cost £29,000.

Coventry C.C. The health committee is to proceed with the infant welfare clinic at Bell Green. Estimated total cost £13,815.

Dungannon, Co. Tyrone. The Northern Ireland hospitals authority is to proceed with the construction of a hospital of about 200 beds on the site of the South Tyrone Hospital. The work will include demolition of certain buildings.

Eastbourne Corporation. The housing committee has approved layout plans for 57 three-bedroom and 112 two-bedroom houses, three police houses and 30 garages.

East Sussex C.C. Tenders are to be invited for the installation of a lift in St. Leonard's house hospital block, East Grinstead. Estimated cost £5,800.

The Ministry of Education has agreed to the scheme for a teaching and assembly block at the school of agriculture. Estimated cost £30,000.

Glasgow Corporation has approved a planning application (a) submitted by the education department for a secondary school and janitor's house in Danes Drive/Upland Road, W.4; (b) submitted by the housing department for 90 single person's flats in Thornwood Drive, W.1.

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The housing committee has approved (a) an estimate of £256,482 submitted by the manager of the housing and works department for 120 three-apartment houses at Myrtle Park; (b) layout plan, submitted by the Scottish Special Housing Association Ltd. for 54 houses in three-storey flats in Carron Street.

Greenisland, Co. Antrim. Sixty-two dwellings for Northern Ireland Housing Trust. Apply, Offices of the Trust, 12 Hope Street, Belfast.

Hertfordshire C.C. has approved plans of Warners End Farm junior and infants' school. Approximate cost £113,089.

The sub-committee are to erect two additional infants' classrooms at Ross-gate infants' school. Cost £8,750.

Larne, Co. Antrim. The borough council has approved plans for the first section of phase 1 of the Mill Street redevelopment which includes 46 dwellings.

Leamington Spa Corporation. The housing committee is to erect two-storey flats with hairdressing saloon on the Banbury Co-operative Society store site, Warwick Street and New Brock Street. Architects: Trepass, Harley-Smith and Steel.

Lancashire E.C. The education committee has agreed to further works at Chorley new grammar school so that it may be used as a day training college. Estimated cost £70,000.

The health committee has approved a scheme and estimate of £24,424 for building and engineering services and £3,666 for furniture and equipment for the school clinic and child welfare centre at Chorley.

Newport, Mon. Corporation. The education committee has submitted to the Minister of Education the following proposals (1) hall, gymnasium and minor modifications to Newport high school; (2) three-form entry secondary school, St. Julian's; (3) R.C. comprehensive school at Tredegar Home Park. Estimated gross cost £373,164; secondary school in the Bettws area.

The housing committee has approved (1) a plan for a church building in Llanwern Road, Ringland; (2) plans for a church at Oliphant Circle, Malpas.

Northern Ireland Hospitals Authority is to invite applications from firms wishing to tender for the occupational therapy department at Downshire Hospital, Downpatrick, Co. Down.

North Riding C.C. The education committee proposes, subject to Ministry of Education approval, to extend and adapt Richmond high school for girls. Estimated cost £23,000.

Penrith U.D.C. The surveyor is to prepare a scheme for 16 lock-up garages in Brent Road. Tenders are to be invited.

Portadown, Co. Armagh. The education committee is to erect a college. Apply for details to the Committee's Architect, 9 Beresford Row, The Mall, Armagh.

Reading Corporation. The borough architect is to invite tenders for a civil defence depot in Abattoirs Road. Estimated cost £4,640.

The education committee has approved a plan, submitted by the headmaster, for a swimming pool at Southcote primary school. Estimated cost £1,061.

Sheffield Corporation. Prices Tailors Ltd. are to erect premises at Fargate.

The J. G. Graves Charitable Trust, Durham Road, are to proceed with a sports pavilion, with assembly room, tea room, showers, etc., in Cobnar Road.

The planning committee has approved the proposed public works depot off Greenhill Road.

Warwickshire C.C. The education committee is (1) to erect the Leamington Telford county infants' school for 240 pupils. Estimated cost £43,000; (2) to erect an extension of the Sutton Coldfield Fairfax high school. Estimated cost £110,230; (3) to seek ministry authority to erect (a) the third residential block at Exhall Grange special school. Estimated cost £75,900; (b) Sutton Coldfield Four Oaks county infants' school for 240 pupils. Estimated cost £43,200; (c) adapt Rugby high school for girls for use as accommodation for the East Warwickshire college of further education. Estimated cost £57,250; (d) three additional classrooms at Eastern Green county junior school. Cost £14,155; (e) assembly/dining hall and ancillary accommodation at Long Lawford county junior and infants' school. Cost £17,895; (f) second stage of adaptations to the former Coton Road mining school for Nuneaton Technical College and School of Art. Estimated cost £13,340; (g) assembly hall, two classrooms, school meals kitchen and ancillary accommodation at Radford Semele C.E. junior and infants' school. Cost £20,165; (h) rebuilding of Tredington C.E. junior and infants' school. Estimated cost £14,700.

Whitehead, Co. Antrim. Sixty-four dwellings, shop and seven garages, etc., at Whitehead 3. Apply: Northern Ireland Housing Trust, 12 Hope Street, Belfast.

Worthing Corporation. Sketch plans for the high school for boys at Bolsover Road have been approved.

SUBMISSIONS FOR PLANNING AND BYE-LAW APPROVAL

Blackpool Corporation. Outline plan submitted for a church in Fredora Avenue.

Bootle Corporation. Plans submitted for (1) 64 houses in Stand Park Avenue, Ashbourne Avenue, Elton Avenue and Park Lane West, for T. Wright & Sons (Builders) Ltd., submitted by O. Williams & Sutcliffe, The Temple, 24 Dale Street, Liverpool 2; (2) office extension in Stanley Road for H. Goodman, submitted by E. L. Woods & Co. Ltd., 66 Croxteth Road, Bootle; (3) boiler house and oil store tank and extensions to laundry in Akenside Street, both for Jas. Sullivan & Co., submitted by Stephenson, Young & Partners, 6 Bluecoat Chambers, Liverpool 1.

Bournemouth Corporation. Plans submitted for (1) alterations and additions (a) to the Roman Catholic church, Draycott Road for the Plymouth Roman Catholic Diocesan Trustees; (b) at Waverley Road for Normeir Tyre Co. (Hants & Dorset) Ltd.; (2) block of 15 semi-contained flats with 14 garages under in Castle Lane, for South Coast Lane Society Ltd.; (3) three pairs of semi-detached bungalows in Paget Road for the housing committee; (4) nine bungalows and nine garages in Venning Avenue, for Bournlands Ltd.; (5) factory in Wallisdown Road for Mr. L. J. Clarke; (6) secondary modern school and caretaker's bungalow in Holdenhurst Avenue for the Managers, Catholic Schools, Bournemouth; (7) layout plans for (a) nine-storey block of 96 semi-contained flats and garage accommodation under in Parsonage Road for The Taylor Woodrow Group; (b) four bungalows in Redhill Drive, for Mr. K. B. Butt; (c) three-storey block of 14 semi-contained flats with garage accommodation in St. John's Road for Mrs. B. Berkowitz; (d) four-storey block of 16 semi-contained flats with garage accommodation under in St. Winifred's Road for St. Winifred Property Co. Ltd.; (e) seven-storey block of 36 semi-contained flats and garage accommodation in Branksome Wood Road for Mr. L. Glass; (f) eight-storey block of 32 semi-contained flats with garage accommodation under in Christchurch Road for Mrs. Wheeler; (g) eight-storey block of 28 semi-contained flats with garage accommodation under in Poole Road for Mr. Coxhead; (h) nine-storey block of 72 semi-contained flats with garage accommodation under in Sandbourne Road for Mr. C. Higgs; (i) six-storey block of 24 semi-contained flats with garage accommodation for 24 cars under in Westcliff Road for Mr. A. E. Game; (j) four-storey block of 16 semi-contained flats with garage accommodation under in Wimborne Road for Dr. J. H. Crawford; (k) 18-storey hotel and conference centre with eight shops, restaurants, etc., and garage accommodation in Exeter Road for Bourneffats Ltd.; (l) nine-storey block of 45 semi-contained flats and 34 private garages in Christchurch Road for Exbourne Properties Ltd.; (m) eight-storey block of 64 flats with garage accommodation under in Southbourne Road for Gregory Developments Ltd.

Coventry C.C. Plans submitted for (1) tyre depot and offices in Torrington Avenue for Covenant Securities; (2) extension to factory in Torrington Avenue for The Torrington Co. Ltd.; (3) alloy melting plant for Alfred Herbert Ltd.

Eastbourne Corporation. Plans submitted for (1) three-storey block of 12 flats with five garages in Meads Street; (2) new front and internal alterations for restaurant in Carlisle Road; (3) seven-storey block of 24 flats and eight garages in Upperton Road; (4) factories for Henley Cabinet Works Ltd., Scotch Bakery (Sussex) Ltd., and T. Wall & Son Ltd.; (6) flats in Gildredge Road and Howard Square.

Glasgow Corporation. Plans submitted for (1) conversion of cinema into shops in Kilmarnock Road, S.4, for John Dickie & Son Ltd.; (2) alterations to and enlargement of ballroom premises in Kilmarnock Road, S.4, for Elephant Cinema Ltd.; (3) extension to wallboard

factory at Gyproc Wharf, Shieldhall, S.W.1, for Gyproc Products Ltd.; (4) four five-apartment semi-detached houses in Weymouth Drive, W.2, for Mactaggart & Mickel Ltd.; (5) roof over loading bay and formation of mezzanine floor in storage building at Netherton Works, Netherton Road, W.3, for Ioco Ltd.; (6) additional accommodation at Radiotherapy Department, Stobhill General Hospital, Balornock Road, N.1, for the Western Regional Hospital Board, 64 West Regent Street, C.2; (7) (a) three-storey buildings of 63 single person's flats; (b) three single-storey buildings of 38 one-unit garages in Dougrie Road, S.4, for the corporation housing department; (8) single-storey temporary building consisting of four classrooms at Queen's Park secondary school, Grange Road/Annan Street, S.2, for the corporation education department; (9) single-storey building as extension to chemical works in Willerston Street, E.1, for Clydesdale Chemical Co. Ltd.; (10) ground floor and basement extension to warehouse in Berkeley Street, C.3, for Wood & Cairns Ltd.; (11) warehouse in Elmbank Crescent and Bath Lane, Keppie Henderson & Co. for Thomson & Brown Brothers; (12) multi-storey car park in Garth Street, Glasgow, C.1, Matthews, Milnes & Martel for Mr. P. J. Lott.

Leamington Spa Corporation. Plans submitted for (1) assembly hall for church purposes in Satchwell Street for Leamington Spa Baptist Church; (2) swimming bath at Leamington College for boys; (3) two-storey shop with flat over in Regent Street; (4) boiler house for medical centre and canteens, Lockheed Works, Lockheed Hydraulic Brake Co. Ltd.; (5) laundry with offices in Court Street; (6) boiler house and chimney stack at Eagle Foundry, Sidney Flavel & Co. Ltd.

Outline plans for (7) multi-storey departmental store in The Parade; (8) swimming bath at Leamington College for boys; (9) two-storey shop with flat over in Regent Street.

Maidstone Corporation. Plans submitted for (1) single-storey factory at Park Wood Trading Estate; (2) extension of Allington Way for 36 houses; (3) extension of office block, Springfield Mill. Outline plans for (4) conversion to warehouse and offices with semi-contained flat over in Boxley Road; (5) vicarage and church hall, Knightrider Street.

Mansfield Corporation. Plans submitted for (1) boiler house, Bath Lane; (2) office and store, Clarence Street; (3) 29 bungalows in Denby Drive and Robin Down Close; (4) 17 bungalows in Highfield Avenue; (5) 82 houses and garages and 38 garages in Oak Tree Lane; (6) extension of factory in Corporation Street.

Torquay Corporation. Plans submitted for (1) two-storey block of eight flats in Ash Hill Road; (2) 20 flats and 12 garages in Museum Road; (3) additional bedrooms at St. Kilda Hotel, Babacombe Road; (4) 12 bungalows and garages in Linacre Road; (5) factory and offices in Barton Road; (6) two pairs of semi-detached bungalows with garages in Loxbury Road; (7) five two-storey blocks of four flats in Perinville Road. Outline plans for (8) extension of Watcombe Park estate; (9) 40 flats in Middle Lincombe Road.

West Bromwich Corporation. Plans submitted for (1) four-storey extension to offices, Albion Road, Hills (West Bromwich) Ltd.; (2) extension of Blacksmith's, Charles Street, Harry Bloomer & Son, for P. H. Muntz & Barwell Ltd.;

(3) two-storey building for production of springs, enamelling department and storage, Overend Street and Water Street, the Dart Spring Co. Ltd., for Hurley Robinson & Sons; (4) boiler house, cooling towers, laboratory and welfare block, Ryders Green Road, Synthite Ltd.; (5) extension for dressing shop, Coseley Buildings (Aluminium Products Ltd.); (6) steel tower, water tank and culvert to watercourse, Sanbra Ltd., Whitehall Road, for Bracewell, Harrison & Coton; (7) extension of factory and boiler house, Friar Park Road, Smith & Davies Ltd.; (8) outline, five-storey block of offices, Lombard West Street, H. Holland for Daviot Properties Ltd.; (9) layout of 24 houses and 14 garages, cul-de-sac off main road, W. J. Cole; (10) outline for 16 detached houses and three three-storey blocks of six flats and three-storey block of 15 flats, Hillside Road, Poole & Chester for N. H. Newbery; (11) four-form Grammar School with houseblocks, hall, science block, gymnasium, workshop, boiler house, etc., Richard Sheppard, Robson & Partners, for West Bromwich Education Committee.

Worthing Corporation. Plans submitted for (1) church in Ham Road and Cheswood Road; (2) three-storey block of nine flats in Alinora Avenue and Goring Road; (3) six-storey block of 18 flats with nine garages in Crescent Road; (4) 10-storey block of 36 flats with 38 garages in Brighton Road; (5) two- and six-storey block of 19 flats in Belsize Road and Mill Road; (6) two-storey classrooms at Warren school, Warren Road; (7) two- and eight-storey block of 26 flats with penthouse over in Grand Avenue; (8) cooling tower and pump-house in Clarendon Road; (9) 30 three-storey flats with 30 garages in Nelson Road and Drake Avenue. Outline plans for (10) 100 flats in two-, three- and five-storey blocks in Castle Road.

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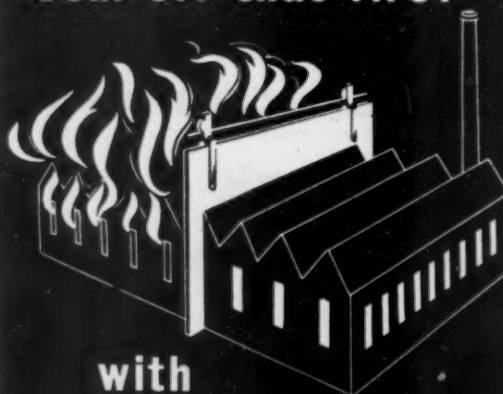
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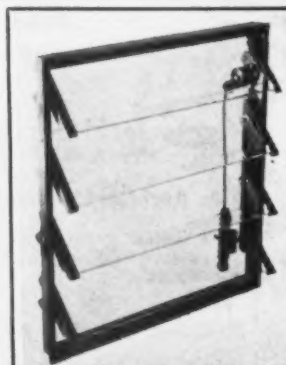
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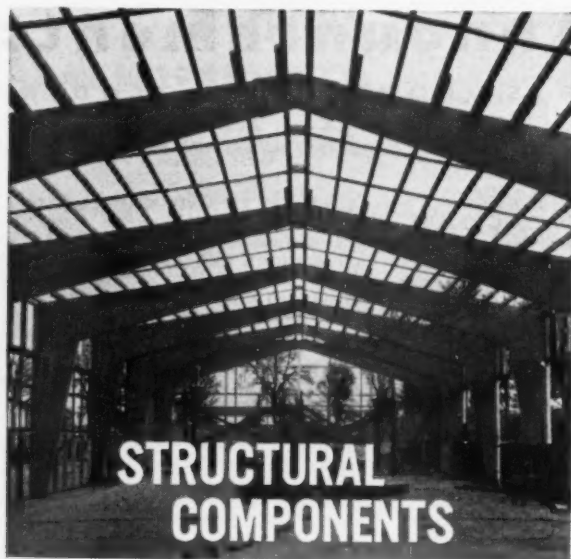
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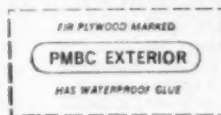
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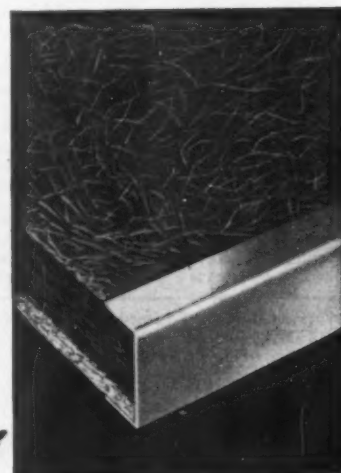


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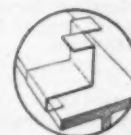
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City of Sheffield Education Committee COLLEGE OF TECHNOLOGY Department of Building and Civil Engineering

APPLICATIONS are invited for the following posts in the Department of Building and Civil Engineering. These posts are created mainly by the development of full-time and sandwich courses. (a) **Lecturer** in Building and Civil Engineering subjects. A knowledge of administration and management related to the industry would be an advantage. Salary: £1,370 x £35-£1,550 per annum. (b) **Assistant (Grade B)** to teach General Building or Civil Engineering subjects in the National Certificate or sandwich courses. Salary: £700 x £27 10s-£1,150 per annum with appropriate additions for degree and training. Candidates for these posts should be members of an appropriate professional body and have had satisfactory industrial and teaching experience.

Application forms, obtainable from the undersigned (s.a.e.) at P.O. Box 67, Sheffield 1, should be returned within 14 days of the appearance of this advertisement.

T. H. TUNN,
Director of Education. [6629]

City of Nottingham Education Committee COLLEGE OF ART AND CRAFTS Principal: Robert Lyon, D.A.(Glas.), F.R.S.A.

Head of the School of Architecture: D. W. Notley, B.Arch.(Hons.) (L'pool), A.R.I.B.A.

APPLICATIONS are invited for the post of full-time **STUDIO MASTER** in the School of Architecture which is recognized for exemption from the R.I.B.A. Final Examination. Duties to commence on September 1, 1960, or nearest date possible thereafter. Candidates should be Architects, preferably holding the degree or diploma of a recognized School, and should have had a minimum of three years' practical architectural experience after registration. Salary to be in accordance with the Burnham Technical Scale for Grade B Assistants. Application forms and further particulars from the Principal, College of Art and Crafts, Waverley Street, Nottingham, to whom the forms should be returned within 10 days of the publication of the advertisement.

W. G. JACKSON,
Director of Education.
Education Office,
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London County Council HAMMERSMITH COLLEGE OF ART AND BUILDING

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Candidates for all posts should be members of the R.I.B.A. and preferably hold degree or diploma of a recognized school.

All posts carry a London allowance of £38 or £51 according to age.

Application forms and further particulars from Secretary at College (FE3a/ABN/1438/6), Lime Grove, W.12, to be returned within 14 days. [6630]

**Hampshire County Council
ASSISTANT ARCHITECT, A.P.T.**
Grade IV (£1,065-£1,220), required for pensionable post in office of County Architect. Candidates must have passed the final examination of the R.I.B.A. and have had considerable experience, preferably in the office of a Local Authority. Separation allowance and assistance with removal expenses in approved cases. Five-day week. Canteen facilities. Application forms (send s.a.e.), returnable by June 18, from Clerk of the County Council, The Castle, Winchester. [6627]

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**Lancashire County Council
ARCHITECTURAL ASSISTANT** required at Preston, salary Special Scale (£785-£1,070).

Applicants should be qualified architects, planning experience is desirable but not essential. Duties include the design of housing layouts and central area redevelopment schemes, and the preparation of working drawings for houses, flats and shops.

Applications, giving age, qualifications, present appointment, experience, etc., and two referees, to the County Planning Officer, East Cliff County Offices, Preston, by June 28, 1960. [6621]

ARCHITECTS AND MAINTENANCE SURVEYORS. Pensionable posts for men and women at least 25 and under 35 on January 1, 1960 (extension for regular Forces service, Overseas Civil Service, established civil service and temporary Government service as Architect or Maintenance Surveyor). Candidates must be registered Architects or, alternatively, for Maintenance Surveyor posts, have achieved Corporate membership of R.I.C.S. (Building Section), or have passed examinations necessary for attaining Corporate membership. Salary (men, London) £830-£1,125 according to age, rising to £1,300. Promotion prospects. Write Civil Service Commission, 17 North Audley Street, London, W.1, for application form quoting S 60-61. [6632]

Consett Urban District Council APPOINTMENT OF ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above permanent appointment in the Surveyor's Department, at a salary of £1,070 per annum, i.e. the maximum of the Grade £785-£1,070, according to qualifications and experience.

A five-day week is in operation and Car Allowance on a Casual User basis will be paid.

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Candidates must have passed Parts I and II of the R.I.B.A. final or special Final Examination or their equivalent, at one of the recognized Schools of Architecture, and should have had experience in Housing work with a Local Authority. The appointment will be subject to the National Conditions, the provisions of the Local Government Superannuation Acts, one month's notice on either side and the passing of a medical examination. Applications in envelopes endorsed "Architectural Assistant" giving details of age, qualifications, and experience, together with the names and addresses of three persons to whom reference may be made, are to be addressed to the undersigned and delivered not later than July 9, 1960.

Candidates must declare their relationship, if any, with any member or senior official of the Council.

J. QUINN,
Clerk of the Council.

Council Offices,
Medomsley Road,
Consett,
Co. Durham.
June 9, 1960. [6645]

CHIEF ARCHITECT of newly formed Architect's Department of expanding building and civil engineering organization requires Architectural Assistants with energetic interest in design and new forms of construction for work at home and abroad. Initiative and keenness as important as experience. West End Office, five-day week and Luncheon Vouchers. Please state age, experience and salary required to Box 0373. [6646]

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APPOINTMENTS (cont)

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APPLICATIONS are invited for the following posts, vacant in September, 1960:—

Part-time teacher of Design—one or two days per week

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Full-time teacher of Constructional Design and Building Services.

Applicants, who should be school trained and fully qualified either in Architecture or Engineering, and have had recent experience in practice, should write in the first instance to the Principal, College of Art, St. Peter's Street, Canterbury, by Monday, June 27, 1960.

N. POLMEAR,
Chief Education Officer.

78 London Road,
Canterbury. [6638]

Aycliffe Development Corporation APPOINTMENT OF ARCHITECTURAL ASSISTANT

APPLICATIONS are invited for the above appointment at a salary within Grade A.P.T. III of the Whitley Council for New Towns Staff scale of salaries, according to qualifications and experience. The salary ranges from £880 p.a. to £1,065 p.a.

Appointment subject to N.J.C. Conditions, Superannuation, medical examination and to one month's notice, in writing, on either side.

Housing accommodation, if required. Applications stating age, qualifications and experience, together with the names of two referees to arrive not later than Saturday, June 25, 1960.

A. V. WILLIAMS,
General Manager.

Churchill House,
Newton Aycliffe,
Nr. Darlington. [6636]

County Borough of Bury

APPLICATIONS invited for the following permanent appointments:—

(a) **Assistant Architect**, Special Grade (£785-£1,070).

(b) **Assistant Estates Surveyor**, A.P.T. I (£610-£765) or A.P.T. II (£765-£880) or Special Grade (£785-£1,070).

Commencing salary according to qualifications and experience.

Applicants for appointment (a) should have passed Parts I and II of the R.I.B.A. Final or Special Final Examination or their equivalent at one of the recognized Schools of Architecture and applications will be considered from students who sat their final examinations at an excepted School of Architecture in June, 1960, and are awaiting results.

Applicants for appointment (b) should have passed the Intermediate Examination of either the R.I.C.S. or the Chartered Auctioneers and Estate Agents Institute.

Applications stating appointment applied for, age, details of training and qualifications, experience, present and previous appointments, and salary together with the names of two referees must reach me by July 4, 1960.

EDWARD S. SMITH,
Town Clerk.

Town Hall,
Bury.
June 6, 1960. [6642]

Borough of Taunton

Architect's Department

APPLICATIONS are invited for the following appointments in the Borough Architect's Department.

(a) **Assistant Architects**, Grade A.P.T. IV (£1,065-£1,220 p.a.).

(b) **Assistant Architects**, Special Grade (£785-£1,070 p.a.).

(c) **Architectural Assistant**, Grade A.P.T. II-III (£765-£880-£1,065 p.a.).

(d) **Architectural Draughtsman**, General Division (£210-£595 p.a.).

Superannuable posts subject to medical examination, and to National Conditions of Service. Applications stating age, present position and salary, qualifications, experience and names of two referees to be sent to C. Bacon, F.R.I.B.A., Borough Architect, Flook House, Station Road, Taunton, by Friday, July 1, 1960.

K. A. HORNE,
Town Clerk.
[6623]

Borough of Ilkeston

APPLICATIONS are invited for the appointment of **ARCHITECTURAL ASSISTANT** within the Grade A.P.T. IV (£1,065-£1,220).

Commencing salary to be according to qualifications and experience. Housing accommodation available. Canvassing disqualifies.

Application forms and conditions of appointment obtainable from A. O. Marshall, Borough Surveyor & Water Engineer, Town Hall, Ilkeston, to whom they are to be returned by Thursday, June 30, 1960.

J. YATES,
Town Clerk.
[6625]

County Borough of East Ham

PRINCIPAL ASSISTANT PLANNING OFFICER

Grade A.P.T. IV (£1,065-£1,220)

VACANCY in the Borough Engineer's Department. London Weighting paid in addition. Salary above minimum paid according to qualifications and experience.

Subsistence allowance may be paid over a reasonable period to person appointed if unable to obtain suitable housing accommodation, necessitating the maintenance of two homes.

Details and application form from the Town Clerk, E.6.

Closing date July 1, 1960. [6649]

Navy, Army and Air Force Institutes

EXTENSIVE commitments both at home and overseas necessitate the additional services of the following experienced staff based on our London Headquarters.

CLERK OF WORKS/WORKS SUPER- INTENDENT ARCHITECTURAL ASSISTANTS DRAUGHTSMEN AND TRACERS TRAINEES

Young men under 21 years with an inclination towards professional work associated with buildings and prepared to supplement training with a course of study are also required on:—

QUANTITY SURVEYING and as

ARCHITECTURAL ASSISTANTS DRAUGHTSMEN & TRACERS

Applications giving details of age, experience, etc., to Controller, Works & Buildings (A), N.A.A.F.I., Imperial Court, Kennington, S.E.11. [6613]

City and County of Newcastle upon Tyne

City Architect's Department

CONSEQUENT upon revisions to the Establishment of his Department, the City Architect is now able to offer vacancies in a number of additional senior posts in the Department, and will be pleased to hear from Architects who are keen to take part in an exciting and extensive programme of high-quality architectural work.

Principal Assistant Architects (three) (General, Education and Re-Housing Sections), J.N.C. "C" (£1,385-£1,620 per annum).

Principal Assistant Architect (one) (Housing Section), J.N.C. "B" (£1,255-£1,485 per annum).

Senior Assistant Architects (all Sections), A.P.T. V (£1,220-£1,375 per annum).

Senior Assistant Architects (General, New Town Hall and Housing Sections), A.P.T. IV (£1,065-£1,220 per annum).

Senior Assistant Architects (Housing and Re-Housing Sections), A.P.T. III (£880-£1,065 per annum).

Assistant Architect (Re-Housing Section), A.P.T. II (£765-£880 per annum).

Architectural Assistants (Education and Re-Housing Sections), A.P.T. I (£610-£765 per annum).

Work has now commenced on the superstructure of the New Town Hall and there are interesting schemes in preparation for Colleges of Further Education, Multi-Storey Flats and other building works of a major nature. There is, too, the prospect of stimulating work in the near future on redevelopment of the City Centre.

Further details of the above posts and forms of application may be obtained from George Kenyon, A.R.I.B.A., A.M.T.P.I., City Architect, 18 Cloth Market, Newcastle upon Tyne 1. Applicants must state the Section of the Department and the post and grade applied for when requesting particulars. Closing date for completed applications: Thursday, June 30, 1960.

JOHN ATKINSON,
Town Clerk,

Town Hall,
Newcastle upon Tyne 1.
May 27, 1960. [6606]

TENDERS

Borough of Gillingham ERECTION OF 15 GARAGES, BARON CLOSE

TENDERS are invited for the erection of 15 lock-up garages at Baron Close, Gillingham.

Persons desirous of tendering may obtain copies of Specification and Form of Tender and may inspect the drawings and Conditions of Contract at the Borough Engineer's Department during usual office hours on and after June 20, 1960.

Applications should be accompanied by a cheque for two guineas (£2 2s) made payable to Gillingham Corporation. This sum will be refunded on the receipt of a bona-fide Tender not subsequently withdrawn and on the return of all the documents issued.

Tenders to be returned in sealed envelope supplied and endorsed "15 Garages—Baron Close" must be delivered to the undersigned by not later than first post on July 1, 1960.

FRANK HILL,
Town Clerk.

Municipal Buildings,
Gillingham,
Kent.
June 10, 1960. [6641]

Official Announcements

ARCHITECTURAL APPOINTMENTS VACANT

LARGE-SCALE development in London and industrial buildings in Home Counties. High office blocks and residential flats. Four Assistant Architects required. Senior and Intermediate standard. West End office. Five-day week. Good salaries and bonuses. Box 7076. [0380]

INTERESTING and varied small practice urgently requires Senior and Junior Assistants for high quality work—not industrial. Telephone or write Bird & Tyler, 13 Welbeck Street, London, W.1. WEL 0882. [6639]

ASSISTANT ARCHITECT AND DRAUGHTSMEN offered excellent opportunities and prospects in expanding organization to work on atomic project and industrial buildings. Write stating age and experience to Chief Architect, Nuclear Civil Constructors, 52,55 Camaby Street, W.1. [6640]

WEST END ARCHITECTS require qualified experienced assistant for interesting commercial developments in London and Provinces. Genuine prospects for advancement to applicant with ability and initiative. Telephone LANGHAM 9251, or write giving particulars of experience to Newman, Levinson & Partners, 9 Mansfield Street, London, W.1. [6648]

ARCHITECTURAL ASSISTANT required, of Intermediate Standard with some experience, for interesting modern work in many parts of England. Apply Victor Bloom and Partners, 12 Gloucester Place, London, W.1. Tel. HUNter 2069. [6643]

J. M. AUSTIN-SMITH AND PARTNERS require fully qualified Architectural Assistants with office experience and the ability to design, run and supervise contracts on their own initiative. Salary according to age (limit 35) and experience. Apply in writing to 29 Sackville Street, London, W.1. [6634]

J. M. AUSTIN-SMITH AND PARTNERS require qualified assistants (maximum age 30) to work in conjunction with senior assistants. Apply in writing giving all relevant details to 29 Sackville Street, London, W.1. [6635]

SURVEYORS (BASIC GRADE)

required by Ministry of Works in
LONDON, CAMBRIDGE
and COLWYN BAY

National salary scale £805 (at age 25) to £1,260 per annum. Starting pay up to £1,095 at age 34, according to age and experience. Salary is subject to an addition of up to £40 per annum for London and to a deduction of up to £40 per annum for Colwyn Bay. Five-day week, twenty-two days annual leave. Prospects of promotion and opportunities for permanent and pensionable posts.

Applicants should be Registered Architects by examination or Corporate Members of R.I.C.S. (Building Section).

Apply stating age, qualifications and full details of experience to

Chief Maintenance Surveyor
(Recruitment),

Ministry of Works (A), Stanley
House, Marsham St., London, S.W.1

ARCHITECTURAL ASSISTANT required, with practical experience, by private architect (Canterbury). Apply by letter stating age, experience and salary required to John C. Clague, Chartered Architect, 27 St. George's Place, Canterbury, Kent. [6628]

Louis de Soissons, Peacock, Hodges, Robertson & Fraser require competent **ASSISTANTS** in their Exeter office. Applicants may be recently qualified, or unqualified with some years' good experience. Applications giving details of age, training and experience should be submitted to 12 Baring Crescent, Exeter, as soon as possible. [6626]

APPLICATIONS are invited for the post of Architectural Assistant, male or female, for duty at the Royal Infirmary of Edinburgh. Starting salary not exceeding £715 per annum according to age and experience and rising to £900 per annum. Applications giving the names of two referees to the Secretary and Treasurer, Royal Infirmary. [6622]

ARCHITECTURAL ASSISTANT, London, Final standard. Industrial and commercial. Progressive and interesting. Salary according to experience and ability. Box 3667. [0079]

ARCHITECTURAL ASSISTANTS, Senior and Junior, required by firm in High Wycombe for commercial and industrial schemes. Scope for responsibility and experience. Five-day week. Write Box 7936. [0690]

BASIL SPENCE & PARTNERS require qualified and experienced Architects to fill positions of responsibility on a major building programme. Write to 48 Queen Anne Street, W.1, stating experience and salary required. [0740]

QUALIFIED CHIEF ASSISTANT AND JUNIOR required in one of the most delightful towns in the country. Applicants should be genuinely interested in a varied private practice, the work including schools, hospitals, banks, shops and housing. Bonus and pension schemes in operation. Salary according to ability. Excellent prospects. Apply in confidence to Messrs. F. J. Lenton & Partners, A./A.R.I.B.A., 16 Broad Street, Stamford, Lincs. [6609]

ARCHITECTURAL ASSISTANT required, with at least two years' office experience. Apply in writing to Thomas Mitchell & Partners, 20 Bedford Square, London, W.C.1. [0916]

£750/£1,000

YOUNG ARCHITECTS WANTED URGENTLY

Senior and Junior Assistants required to work on a variety of interesting contracts, including flats, hospitals, offices, hotels, shops and interiors, etc. Opportunities for modern design and control of contracts. Salaries as above, or according to experience.

R. Mountford Pigott & Partners,
South Kensington. Tel. KENington 1242 [0790]

DEVEREUX & DAVIES require capable and enthusiastic assistant architects. salary £1,000 per annum or according to experience and ability.—Devereux & Davies, 3 Gower Street, Bedford Square, London, W.C.1. [0660]

ARCHITECTURAL ASSISTANT, Intermediate standard. Busy London office. Good prospects. Box 3668. [0080]

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SECOND-HAND Sectional Timber Buildings, 24ft x 12ft, £102; 30ft x 15ft, £138; 40ft x 18ft, £192; 60ft x 20ft, £302, floors extra, delivery included 100 miles. Also similar new buildings; lists. Universal Supplies, Crabtree Manorway, Belvedere, Kent (Erith 32948). [0760]

INSURANCE

ARCHITECTS' Indemnity Insurance effected.—Please write for Proposal Form to E. J. Saxby, Incorporated Insurance Broker, 37a Carfax, Horsham, Sussex. Tel. 3000. [6455]

WORK WANTED

EXCAVATION sub-contracts, site development, overburden removal, clay getting, earth dam construction, etc. Technical staff available to analyse programme and price complex projects. Particular attention given to finish and compaction. D.9, D.8, TD.18 and TD.14 scrapers, excavators, loading shovels and lorries available with competent and imaginative supervision for execution of work. Also interested in overseas projects calling for not exceeding 10,000yd per week output. Dick Hampton, Blacknest, Alton, Hants. Tel: Bentley 2241. [0334]

Miscellaneous Announcements

SITUATIONS VACANT

SALES - SENIOR EXECUTIVE, aged 30 to 40 years, required by manufacturers of reinforced plastic sheeting for building structures and interior finishes. Some knowledge of supplying to the building trade is essential and experience in handling a similar product an advantage. Applicants should be able to justify a salary well into the four-figure bracket with maximum basic pension and usual allowances. Write fully in confidence to Box 0273. [6611]

ADDITIONAL STAFF are required by the Manchester Building Centre to answer technical enquiries made by visitors to the Centre. Applications are invited from men or women with a working knowledge of building practice and materials to fill positions in the Information Department at a starting salary of £625 p.a. Manchester Building Centre, 115 Portland Street, Manchester 1. [6647]

BUILDING SITES

LAND & SITE DEVELOPMENTS LTD. need land for houses and flats, up to 50 acres in Home Counties. Small sites and old houses, etc., considered. Agents retained and reinstructed. Bonus paid on "good buys". Town Planning applications and appeals undertaken. Solicitors, architects, builders and others with land for sale please note that we need 1,000 units this year. Land & Site Developments Ltd., 43 Upper Berkeley Street, London, W.1. AMB 1057/8. CUN 1483. [6567]

SHOPFRONTS

CONSULT Burns Shopfitters for your Budget-priced Shopfronts. 8 Essex Place, London, W.4. CHI 1852/7601. [0680]

COMPETITION

ALL-GAS HOUSE ARCHITECTURAL COMPETITION

The Scottish Gas Board invite architects resident in the United Kingdom to submit designs for an All-Gas House which will exploit and demonstrate the possibilities of gas as a means of heating, cooking, water heating, refrigeration and home laundry.

Assessor: Professor Frank Fielden, M.A., F.R.I.B.A.

Premiums: £250; £150; £75.

Last day for submitting designs: September 26, 1960.

Conditions may be obtained from: The Commercial Manager, The Scottish Gas Board, 1 Rothesay Terrace, Edinburgh 3. No deposit.

An applicant for the conditions must state his registration number. [6637]

EDUCATIONAL

CANDIDATES PREPARED FOR R.I.B.A. Supplementary tuition and Revision Courses also arranged in any subject. Write to the Principal (A. B. Waters, F.R.I.B.A., F.I.Arb.), Ellis School of Architecture, 103c, Old Brompton Road, London, S.W.7, or to Albany House, Worcester. [0084]

MISCELLANEOUS

REFRIGERATED SHELVES for bottle cooling, beer and wine coolers, etc., for hotel, catering and licensed trades, supplied and installed. G.V.E. Ltd., 231 Strand, W.C.2. FLE 5947. [0813]

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BOOKS

PRODUCTION ENGINEERING: Practical Methods of Production Planning and Control. By J. S. Murphy, A.I.A. This special book deals with factory organization, each separate item or function being discussed in the order in which it arises in practice. The book provides experienced production engineers with an opportunity to compare different methods. Price 12s 6d net, from all book-sellers. By post 13s 5d from The Publishing Department, Dorset House, Stamford Street, London, S.E.1.

STEELS IN MODERN INDUSTRY: A Comprehensive Survey by 29 Specialist Contributors. General Editor: W. E. Benbow. An invaluable guide for engineers, designers and draughtsmen, it specifies the steels best used in various engineering applications (bearing in mind the present need for economy), describes their general and special properties and characteristics and how they may be surface finished for anti-corrosive and other purposes. 42s net, from all book-sellers. By post 43s 9d from The Publishing Department, Dorset House, Stamford Street, London, S.E.1.

CURTAIN WALLING. With an introduction by Edward D. Mills, F.R.I.B.A. This booklet contains a reprint of an article from "The Architect & Building News" giving 16 examples of proprietary curtain walling systems, tabulated details of infilling panels, and names and addresses of manufacturers and suppliers. In addition there are four examples of actual designs from English, American and German sources, together with their detail sheets. 2s 6d net from all book-sellers. By post 3s from Iliffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.1.

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The town is a rapidly expanding industrial and tourist centre within easy reach of fine country and seaside. The Authority has a large and varied programme of work which offers exceptional opportunities of gaining wide experience.

Applications are invited from suitably qualified persons for the following established posts. For every appointment commencing salary may be at any point within the range shown—according to qualifications and experience:

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Grades Special/APT IV (£785-£1,220)
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- (IV) 2 **ARCHITECTURAL ASSISTANTS**
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- (VI) 1 **ASSISTANT QUANTITY SURVEYOR**
Salary within Grade APT III (£880-£1,065)
- (VII) 1 **ASSISTANT HEATING ENGINEER**
Salary within Grade APT III (£880-£1,065)

Housing accommodation will be made available according to circumstances.

A five-day working week is in operation.

Application forms from Borough Architect, Civic Centre, Newport, Mon., returnable not later than 4th July, 1960.



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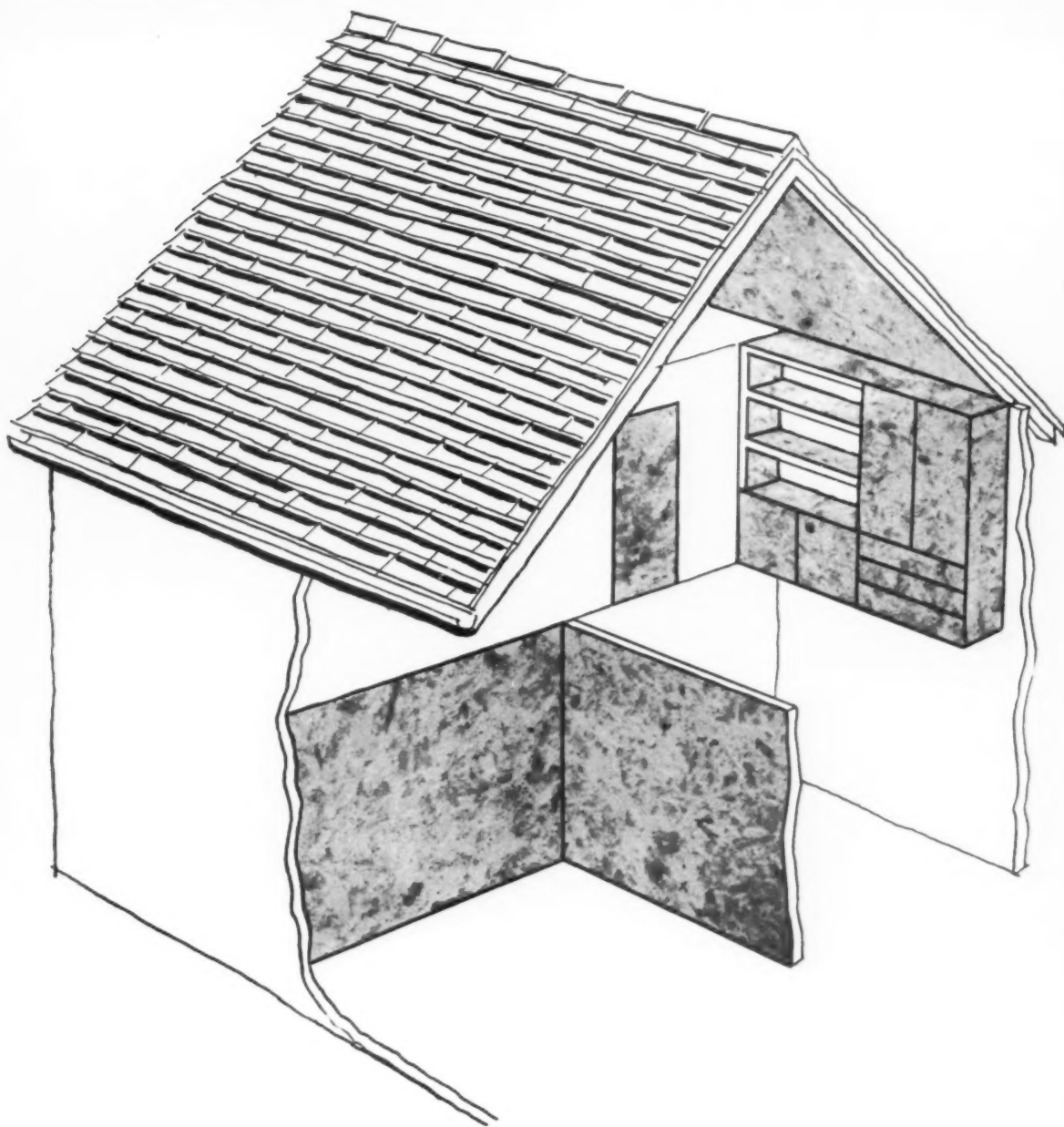
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WPS 85

NEW DESIGN POSSIBILITIES

for public buildings, offices and institutions

MARLEYMURA the 12" x 6" VINYL wall tile



In new buildings and the reconstruction of old, Marleymura tiles make an outstanding practical contribution to functional wall decoration

MARLEYMURA tile sizes

The actual dimension of each tile is 12" x 5½" which permits any design to be used while

still maintaining an equal ½" framed spacing between tiles. Five pastel colours and black, gauge jointed in white.



